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AUGUST 1996

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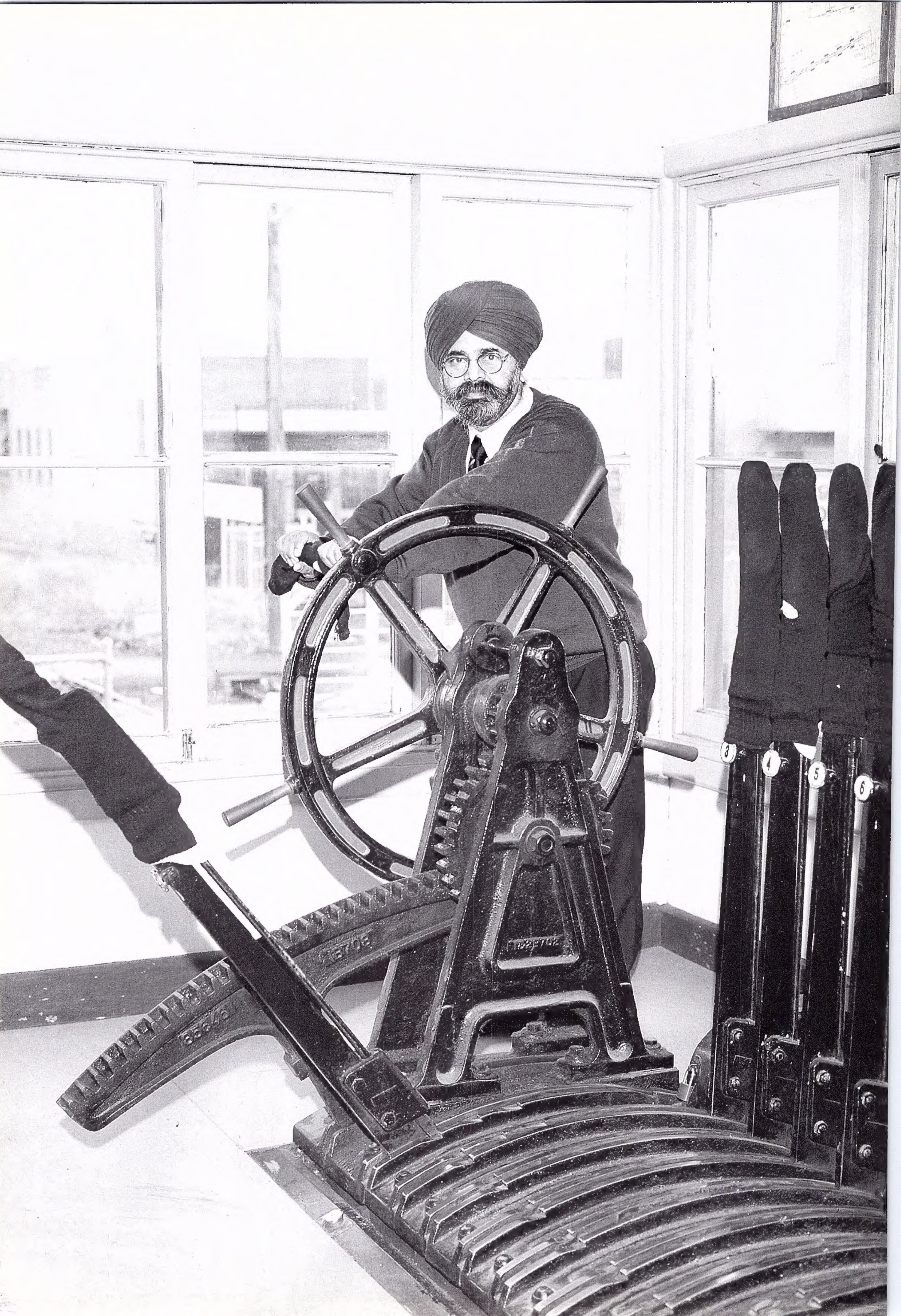
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Volume 24
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HISTORIA NOSTRA VIA PEREGRINARI FERREA

FOR ALL WHO ARE INTERESTED IN RAILWAYS

NEWSRAIL
ESTABLISHED 1973

THE MAGAZINE OF THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

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FRONT COVER: Gatekeeper Con Rosakeas keeps a watchful eye over proceedings as an Upfield-bound Comeng set passes over the Brunswick Road crossing. The government has allocated funds to upgrade this suburban line which will see the end of the gatekeepers, a familiar sight on the line since its opening over a century ago. Mon.24.6.96

OPPOSITE: Signaller B S Nagra operating the interlocked gates at Batman signalbox. Part of the signal frame is visible at the right of the photo. This frame contains 31 levers of which 18 are currently spare. Tues.25.6.96

BACK COVER: A stunning nocturnal view of the gatekeeper's cabin at Park Street between Royal Park and Jewell on Mon.10.6.96. *All photos Steve Munro*

GENERAL NEWS

A monthly round-up of Victorian railway news and events

CALENDAR

AUGUST

ANNIVERSARIES

2nd, 1926: Electrification of Eltham to Hurstbridge line (70)
3rd, 1986: Last up *Southern Aurora* and *Spirit of Progress* arrived at Spencer Street, hauled by G516 and S301 respectively. First down *Sydney Express*, hauled by G516, departed (10)
4th, 1986: First *Melbourne Express*, hauled by G516, arrived (10)
7th, 1941: Closure of Yannathan to Triholm line (55)
11th, 1881: Opening of Racecourse Junction to Ballarat Racecourse line (115)
13th, 1956: Closure of Clarkefield to Lancefield line (40)
16th, 1966: First X class diesel-electric main line goods loco in service (30)
17th, 1976: Ford block train commenced operation between Upfield and North Geelong (20)
30th, 1971: The *Overland* derailed at Bungaree (25)
1976: Railway Board accepted VicRail as the name of the department (20)

SEPTEMBER

ANNIVERSARIES

1st,1881: Opening of Shepparton to Numurkah line (115)
1st, 1926: Electrification of Williamstown Racecourse to Altona line (70)
1st, 1931: Closure of Black Rock to Beaumaris Electric Street Railway (65)
4th, 1921: Electrification of Essendon to Broadmeadows line (75)
4th, 1951: Closure of Jumbunna to Outtrim and Bungaree to Racecourse lines (45)
5th, 1971: Closure of Waubra Junction to Ballarat Racecourse line (25)
6th, 1951: First F class 0-6-0 diesel-electric shunter in service (45)
12th, 1966: Passenger service between Baxter and Mornington restored (30)
15th, 1881: Opening of Daylesford Temporary Terminus to Daylesford line (115)
19th, 1876: Opening of Bendigo to Bridgewater line (120)
20th, 1981: Completion of Melbourne to Geelong broad gauge duplication (15)
25th, 1911: Opening of Cressy to Newtown line (85)
25th, 1981: First airconditioned suburban train received (15)
30th, 1876: Opening of Everton to Beechworth line (120)
1986: Agreement reached with unions for about 120 suburban stations to be un-manned after 21 00 hours (10).

OCTOBER

ANNIVERSARIES

2nd, 1921: Electrification of Footscray to St Albans line (75)

ARHS MEMBERS' LIBRARY

Up platform, Windsor Station
Open every Tuesday evening, 8-10 pm, February-December.
Visitors welcome. (03) 9510 6146

ARHS ARCHIVES

Down platform, Windsor Station
Open every Tuesday evening, 8-10 pm, February-December. Visitors welcome.

PTC PATRONAGE INCREASING

The latest figures from the PTC show that public transport usage of both the Met and V/Line has increased 4.5% during the first nine months of the 1995/96 financial year.

The passenger figures for the period 1 July 1995 to 30 March 1996 are set out in the table below.

The increases come on top of across the board increases in 1994/95. In that year Met Train patronage rose 4.4% and V/Line Passenger 3.1%.

V/LINE'S SEVENTH MILLION PASSENGER

On Fri.28.6 it was announced that the 7 millionth passenger for 1996 had travelled on V/Line, the highest patronage level for more than 40 years.

The fortunate passenger received a trip for two adults and two children to Merimbula for 6 days and 5 nights, compliments of V/Line Passenger.

(They probably went there by bus!)

PREMIUM STATIONS

CAULFIELD: On Thurs.13.6 Caulfield joined the list of premium stations.

Improvements include 20 closed circuit cameras monitoring the platforms, subway, station approaches and car park, brighter lighting and an enclosed waiting area and customer service centre and dot matrix signs, the cost being $375 000.

The station will be staffed for all trains every day of the week, with an average of 4000 patrons on weekdays.

IVANHOE, HEIDELBERG AND GREENSBOROUGH: These three stations were re-classified on Wed.26.6.

At Heidelberg, 16 closed-circuit TV cameras monitor the island platform, subway, station approaches and car park. Ivanhoe has 15 cameras monitoring both platforms, overhead footbridge, car park and footpath approaches.

Greensborough has 14 cameras monitoring the platforms, station approaches, car park and overhead footbridge.

Nearly 2000 persons per weekday use Ivanhoe and Heidelberg stations with 2500 per weekday using Greensborough.

The cost of the upgrades were $324 000 at Ivanhoe, $215 000 at Heidelberg and $335 000 at Greensborough.

CLIFTON HILL AND RESERVOIR: These stations were reclassified on Tues.25.6.

Clifton Hill has 15 cameras monitoring both platforms, subway and station approaches. More than 2500 people use the station each weekday and the cost of the upgrade was $234 000.

Reservoir has 15 cameras monitoring both platforms, station approaches and the car park. More than 2000 people use the station each weekday and the cost of the upgrade was $365 000.

COBURG: Coburg was reclassified on Fri.28.6.

Nine cameras monitor both platforms, the station approaches and the car park.

More than 1100 people use the station each weekday and the upgrade, this being the 28th station so converted, cost $235 000.

ARARAT RAILWAY STATION

The Ararat railway complex has been placed in the interim list of the Australian Heritage Commission's National Estate Register, the public having three months to object to the placement.

The Commission chairperson, Ms W McCarthy said the listing was recognition of the impact rail transportation had late last century on the economic and cultural development of Victoria.

Elements of the Ararat railway station on the interim list are:

- station building
- control building

PTC PATRONAGE INCREASE

	1994/95	1995/96	% change
Met Train:	79 287	82 886	+4.5
Met Tram:	82 387	83 293	+1.1
Met Bus:	4 483	4 583	+2.2
V/Line Passenger:	5 036	5 261	+4.5

GENERAL NEWS

- corrugated iron goods shed opposite station
- loco depot roundhouse
- turntable and associated equipment
- signalbox A
- wooden signal post number 1.

The water tanks were considered dangerous as a result of severe rust.

The Victorian Historical Buildings Council added the station precinct to its register in August last year but there are some variations between the two listings in that the Council did not include the main station building but did incorporate the water towers.

Common to each of the registers are the loco shed, turntable, signalbox, signal post number 1 and associated signalling equipment.

MELTON TRANSPORT ADVISORY COMMITTEE

The Shire of Melton has called for persons to nominate for membership of the committee, whose objects are centred around the improvement of public transport services and the promotion and monitoring of public transport services to enhance viability and prospects for further improvements.

Twelve positions are to be filled as follows:

- two representatives from public transport authorities
- one person from each of the areas of Rockbank, Diggers Rest and Hillside
- seven persons with general community experience and interests relevant to the committee's purposes.

TNT TRAIN: On Fri.21.6 CLF1-25 wagons, forming train number 9753, departed Melbourne on TNT's first westbound intermodal container train.

The new Melbourne - Adelaide - Perth, thrice-weekly service will establish TNT as the nation's largest private rail operator and is seen as a major step in opening up Australia's interstate rail network to competition.

The initiative is expected to further increase competition between road transport and rail freight on the increasingly competitive Melbourne - Perth corridor.

TNT has revealed it has already won significant business for the service from three major companies, including Mitsubishi, who will transfer its movement of cars between Adelaide and Perth from road transport to the specially designed rail wagons.

ALF18 runs through Tottenham Loop with 9754 eastbound TNT freight at 07 58 on Tues.9.7.96. The first TNT train departed Melbourne on Fri.21.6.96 and the service operates thrice weekly *Graham Withers*

The company is leasing locomotives from Australian National with the recently converted 'high speed' 19.2 m wagons leased from Westrail.

The business will be using the North Dynon yard as a base, Chartick's terminal in Adelaide and the 'piggy-back' area at Westrail's Perth terminal.

Although TNT expects the project to be profitable in the first year there are no plans as yet to start a similar service along the highly competitive Melbourne - Sydney - Brisbane corridor.

TNT's general manager of rail strategy, Mr C Eggleston said his company had well documented concerns at the performance of NR on the east-west corridor. 'Currently there is a poor service. There is not price stability and we certainly could not continue to go in the form that we've been in. The only reason TNT is being driven into this area is to minimise the damage to our customer's needs and requirements'.

'The service (from NR) has been abysmal and the price destabilisation has been such that we cannot get ourselves structured to be able to work with clients and give them a surety as to where we can go in the future'.

'Here with this train, we are involved in the total management of working with the rail authorities and we are able to provide a totally differentiated service which will stand TNT apart.'

Mr Eggleston agreed that TNT's entry highlighted the need for a single body — Track Australia — for the private sector to negotiate access to the rail network.

'We've now got a common gauge around the country and we've put other barriers up now. I don't see that in the best interests in the efficiency why an organisation has to go and negotiate with a number of authorities to try and move a train. If I go and get a truck I don't have to negotiate with anyone.'

TRANSPORT MUSEUM BID

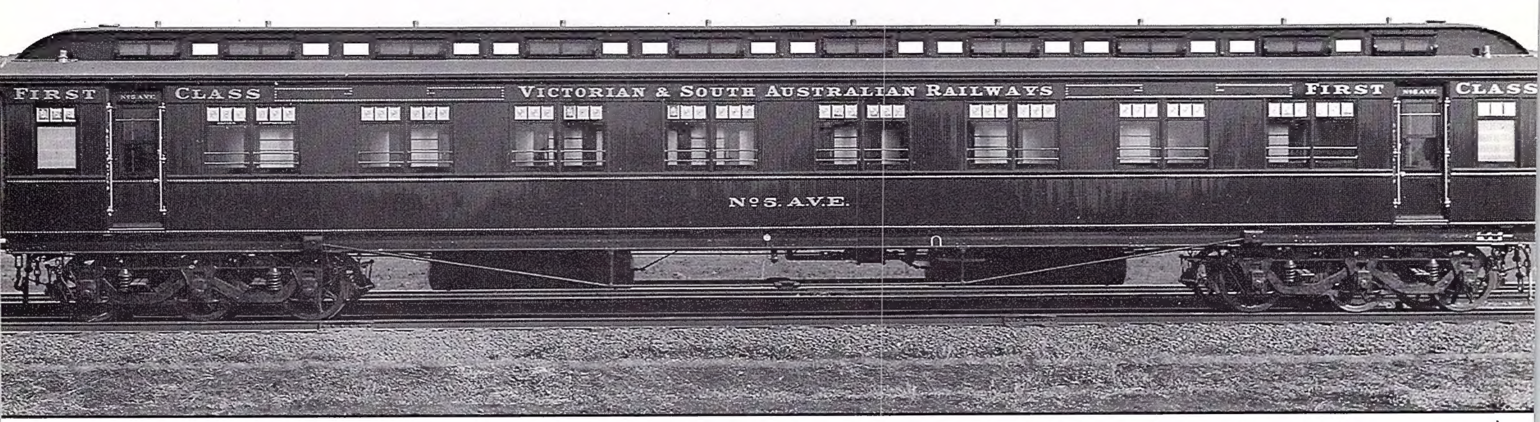
Below is a summary of an article by David Wilson which appeared in the *Herald Sun Sunday,* 16 June 1996.

The State Government is considering proposals for a $5 million public transport museum at the Docklands which will display Melbourne's vintage trains, trams and buses.

Proposals for the museum are contained in 230 expressions of interest the government has received for the redevelopment. The government asked all parties preparing submissions for the Docklands to include a plan for the museum. Under this proposal the government will provide the trains, trams and buses and private investors will run the museum.

It is also understood that the government is considering plans for the City Circle tram to extend its journey to the museum.

The government will provide about 500,000 pictures of the Victorian transport system — many of them dating to the early 1900s.



Resplendent in its brown livery with gold trim, Car No.5 AVE shortly after it was built in 1907. AVE cars 5-10 were built for the Melbourne to Adelaide service *Photo courtesy of the PTC*

— *Ninety years of* —
THE E CARS

Authority was given during the 1905/06 financial year to construct a new type of rollingstock to update the Sydney and Adelaide express trains

Chris Banger and Peter Medlin report on the next ninety years

The exterior design of these new vehicles would follow contemporary Canadian Pacific Railway practice [see Note 1], whilst the interiors and the method of construction would be standard Victorian Railways (VR) practice. Key features of these carriages, that were to be known as E cars, were:

- a wooden (cedar) body supported by a steel truss underframe
- clerestory roof for internal ventilation and to allow more natural light to reach the interior
- a standard body length of 71 feet, except for vans, which were 60 ft. 2 in. long
- compartment style passenger accommodation with a corridor running down one side of the carriage to access the compartments
- passenger toilets that discharged directly on to the track
- Pintsch gas interior lighting throughout [see Note 2]
- six wheel bogies with a single brake block on each of the outer wheels, and clasp brakes on the centre wheels (the design of these bogies was apparently copied from contemporary North American practice)

The first E car was outshopped by Newport Workshops in August 1906, and by the end of 1911 there were 143 E cars, of 10 different classes in traffic. These vehicles were constructed using Newport (Victorian Railways) and Islington (South Australian Railways) Workshop resources, as well as Butty Gangs [see Note 3]. The basic details of the 10 classes of vehicle constructed were:

AVE CLASS: An eight compartment carriage accommodating 48 First class passengers (6 per compartment), with each compartment being 6 ft. 3⅞ in. wide and 6 ft. 10 in. long.

From 1907 the eight compartments were allocated as follows:

Ladies Only	1 compartment
Non-Smoking	5 compart-ments
Smoking	2 compart-ments

The first four AVE cars entered service in 1906 with two of the eight compartments being for Ladies. This was later altered to the above arrangement.

Toilets were provided at each end of the carriage. The Gents were located at the Smoking compartments end, whilst the Ladies toilets were located at the Ladies compartment end.

BVE: A nine compartment carriage accommodating 72 Second class [see Note 4] passengers (8 per compartment), with each compartment being 6 ft. 3⅞ in. wide and 6 ft. 0¾ in. long.

The nine compartments were originally allocated as follows:

Ladies Only	1 compartment
Non-Smoking	6 compartments
Smoking	2 compartments

The first four BVE cars entered service in 1906 with two of the nine compartments being for Ladies. This was later altered to the above arrangement.

The arrangement of the toilets was the same as the AVE.

ABVE: An eight compartment carriage that provided both First and Second class accommodation for a total of 58 passengers (25 First class and 33 Second class).

The four compartments for First class passengers were each 6 ft. 3⅞ in. wide and 6 ft. 10 in. long, whilst the Second class compartments were 6 ft. 3⅞ in. wide and 5 ft. 10 in. long. As originally outshopped, the four compartments in each class were allocated as follows:

Ladies Only	1 compartment
Non-Smoking	2 compartments
Smoking	1 compartment

The Ladies toilets for both classes were located in the centre of the carriage, and were accessed directly through doorways linking the toilet compartments with the respective Ladies compartments (also located in the centre of the carriage). The direct entrance to the toilet reduced the seating capacity in each Ladies compartment down to 5 from the normal 6 in First class, and 7 from 8 in the Second class.

Gents toilets were located at each end of the carriage, as was a longitudinal seat for two passengers located opposite the entrance to the toilet (this later feature was apparently not popular with the travelling public).

ESBV: These 71 foot long vehicles incorporated facilities to sort mail whilst in transit [see Note 5], as well as limited Second class accommodation for 41 passengers in five compartments that were 6 ft. 3⅞ in. wide and 5 ft. 10 in. long (1 for Ladies, 3 Non-Smoking and 1 Smoking).

A Gents toilet was provided at one end of the carriage, as was a longitudinal seat for two passengers opposite the entrance to the toilet. The Ladies toilet was located in the centre of the carriage, and was accessed directly from the Ladies compartment (also located in the centre of the carriage).

The mail sorting section was 29 ft. 13¼ in. long, with external access through 4 ft. wide sliding doors on either side of the carriage. A sorting table with four seats ran along one wall, and frames for mail bags along the other [see Note 6]. A Pintsch gas heated pot to melt wax to seal mail bags was installed at the vestibule end of the sorting table. In addition, a separate toilet with direct access from the mail sorting area was provided for Post Office staff in the centre of the carriage.

The last 5 ESBV carriages had the corridor giving access to the passenger compartments on the opposite side to the first 5 ESBV class members.

SLEEPING CARS: Accommodating 20 First class passengers, these incorporated the added feature of a smoking saloon at one end of the carriage.

Nine 2 berth compartments were provided (2 for Ladies and 7 for Non-Smokers) that were 6 ft. 4 in. wide and 5 ft. 3¼ in. long. A further 2 berths were available in the smoking saloon that were curtained off from the saloon when occupied. Passengers using these berths were apparently only charged the standard First class fare, and did not pay the sleeping berth surcharge.

The smoking saloon was originally fitted with four loose chairs, however by the 1950s these had been replaced by two loose leather covered cane arm chairs. In addition, three seats were available in this saloon on a transverse fixed seat that converted into the lower sleeping berth at night.

Each sleeping compartment was fitted with a wash basin, whilst toilets were provided at each end of the carriage; the Ladies being at the same end as the Ladies compartment, and the Gents at the smoking saloon end.

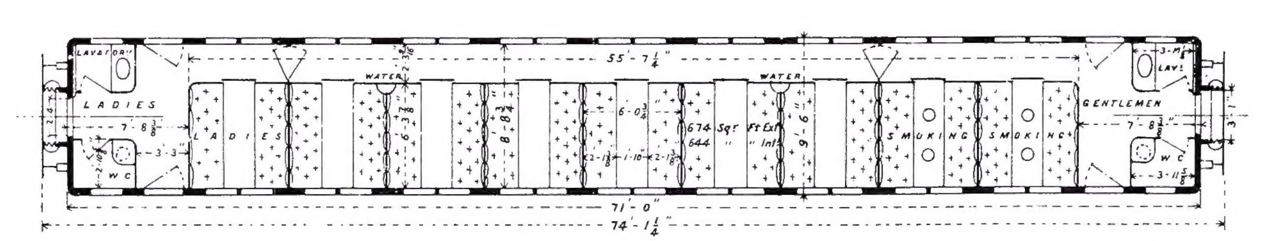
Attendants cabins were provided at each end of the carriage.

DINING CARS: These cars featured a centrally located kitchen with dining saloons on either side. The First class dining saloon was 27 ft. 3½ in. long and sat 24 diners at 8 tables, whilst the Second class saloon was 20 ft. 6½ in. long and sat 18 diners at 6 tables. An aisle was formed down the centre of the dining saloons by the tables. Tables on one side of this aisle sat 4, whilst tables on the other side sat 2. All chairs were movable, except for a bench seat located at the kitchen end of both dining saloons that also served as an equipment locker.

The kitchen section was 13 ft. 6 in. long with a 4 ft. 2 in. wide pantry area on either side, and was fitted with a Pintsch gas stove, an ice chest, work table and sink. Another sink, ice chest and serving table was located in each pantry.

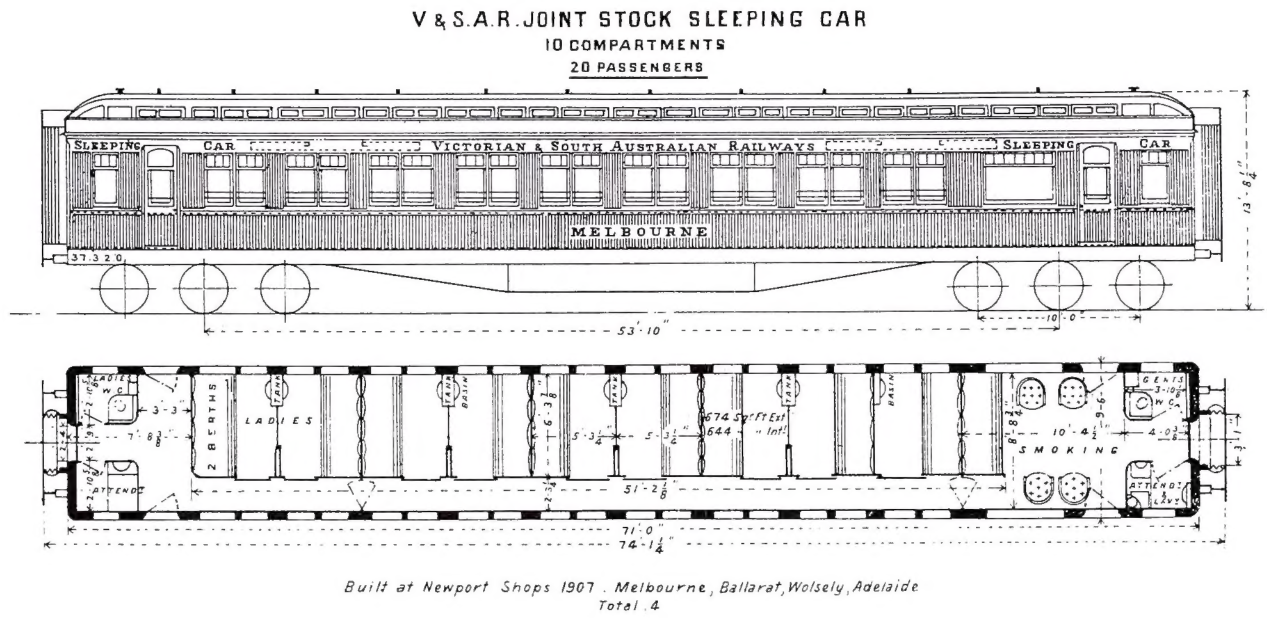
A passage way ran down the side of the kitchen that linked the First and Second class saloons. This was presumably used mainly by staff, as passengers entered the dining car through the vestibule from their respective ends of the train, ie., First class carriages were located on one side of the dining car, whilst Second class carriages were on the other.

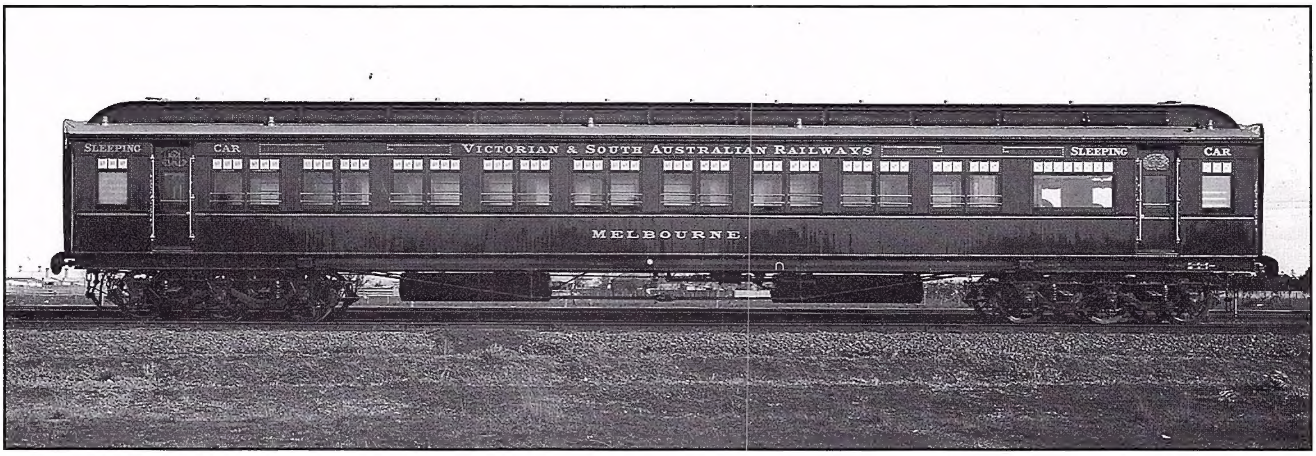
BVE
9 COMPARTMENTS
72 PASSENGERS



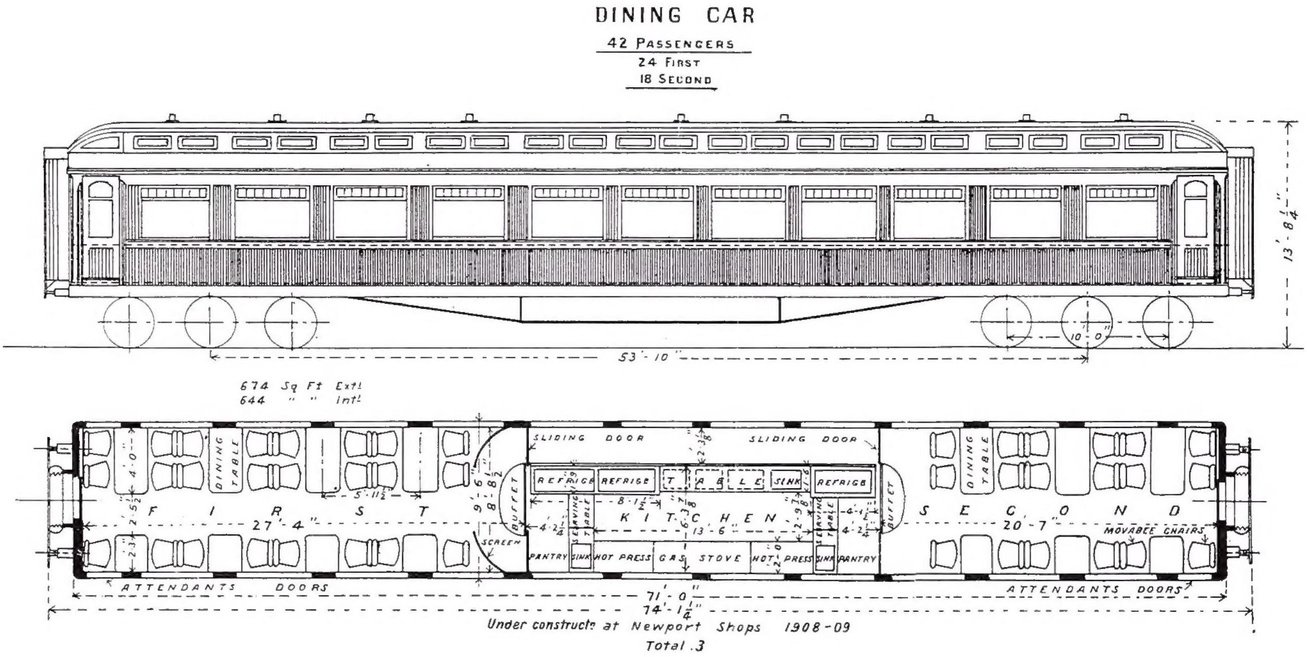
Built at Newport Shops 1906. Nº 1,2,3,4
Total. 4

NOTE :- Nºs 1,2,3,4 have 2 Ladies Compts at present.
" Future cars of this class 1 Ladies Compt only will be provided as shewn.





Joint stock sleeping car *Melbourne* as outshopped in 1907. This car was renamed *Loddon* on 30 September 1910 *Photo courtesy of the PTC*



PARLOR CARS: Designed to run exclusively on the trailing end of the express train to Sydney, these carriages had the following features:

(i) A 6 ft. wide observation platform on the trailing end of the vehicle surrounded by a waist high wrought iron railing. An access gate was provided on each side of the platform that was normally kept locked, whilst folding chairs were available for passengers sitting on the platform.

(ii) A 22 ft. 6¾ in. long observation room with three double size (4 ft. 6 in. wide) windows running down each side, and a large plate glass window at the observation platform end (with an inward opening door giving access to the platform).

The observation room was originally fitted with 12 movable arm chairs, a fixed transverse seat for 3, a table for illustrated papers at the observation platform end, and a bookcase over the fixed seat.

(iii) A 12 ft. 4½ in. long smoking room fitted with 5 movable arm chairs, and a fixed transverse seat for 3. The carriage entrance doors opened into this room.

(iv) Four compartments with a 2 ft. 3¼ in. wide corridor running down the side separated the observation room from the smoking room.

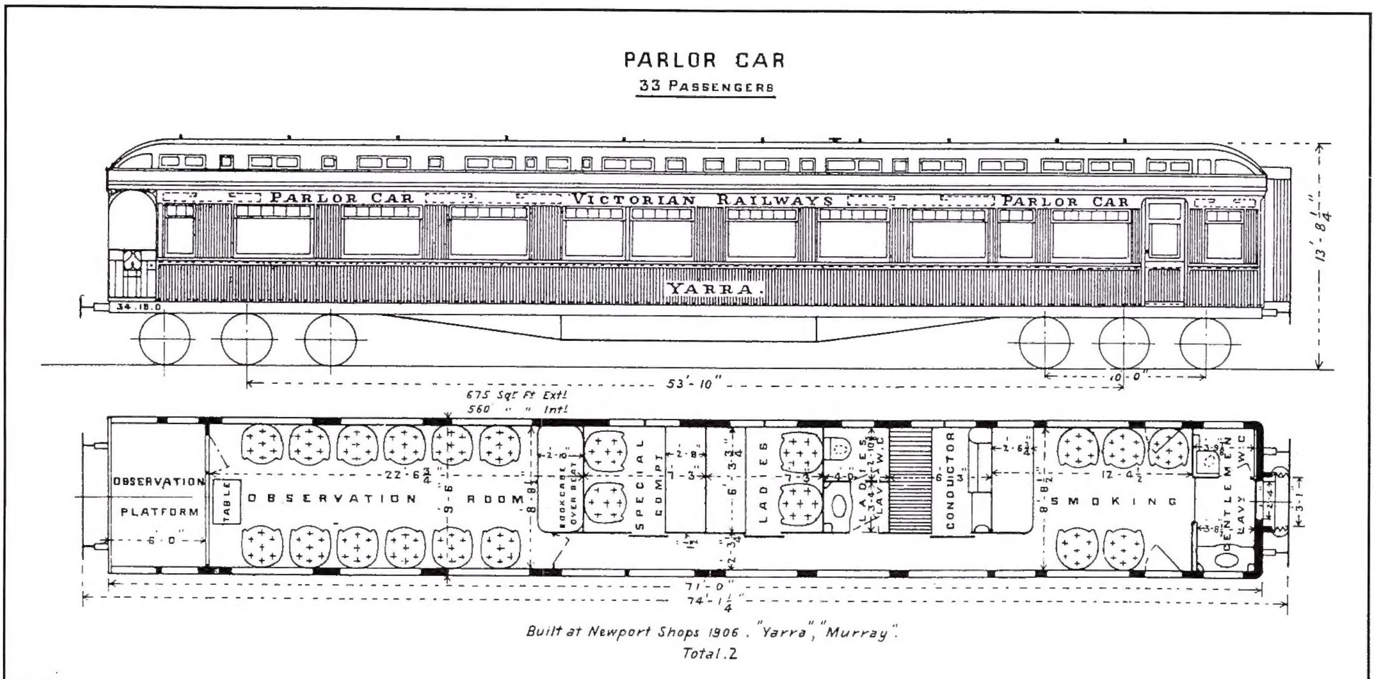
The compartment closest to the observation room was 6 ft. 3¾ in. wide and 7 ft. 3 in. long, and was originally fitted with two movable armchairs, as well as a fixed transverse seat for three. It was labelled in carriage diagrams as the special compartment, and its exact role is a little unclear. It may have been provided to serve the needs of judges, heads of industry, parliamentary members, and other high profile members of society requiring privacy when travelling.

The next compartment was dimensionally the same and was reserved for Ladies. It was also fitted with two movable armchairs and a fixed transverse seat for three. Beside this compartment was the 4 ft. long Ladies toilet accessed from the corridor rather than directly from the Ladies compartment. This area was divided in two by a door that separated the wash room from the toilet.

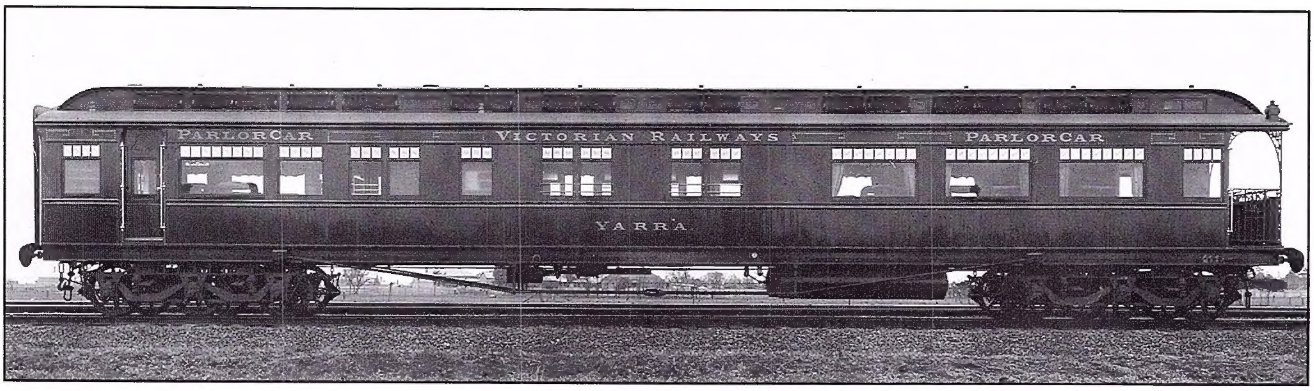
The fourth compartment was 6 ft. 3 in. long and was for the Conductor. It was fitted with an ice chest, Pintsch gas hot water urn, cupboards and luggage space. Outward swinging external doors appear to have been provided shortly after the car was built on either side of this compartment to enable luggage and supplies to be loaded into the Conductors compartment.

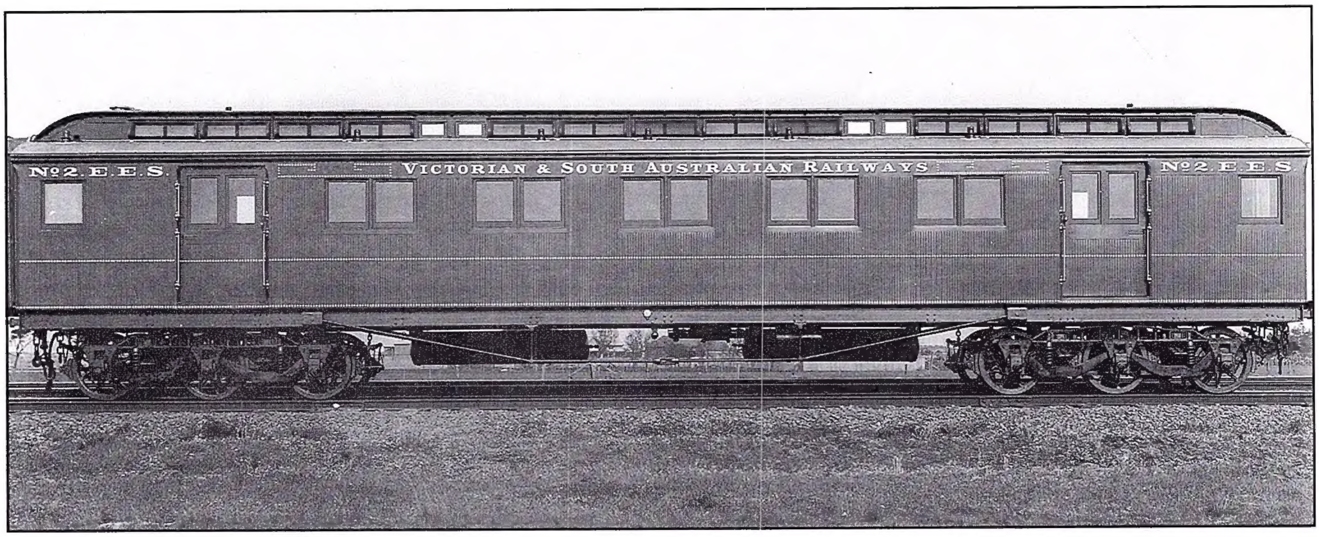
(v) A Gents lavatory was provided between the smoking saloon and the vestibule end of the carriage. The 3 ft. 9⅞ in. long toilet compartment was on one side of the carriage, whilst the wash basin was on the other side.

The Parlor car accommodated a total of 33 First class passengers; all passengers paid a Parlor Car supplement on top of their fare for a reserved seat [see Note 7].



Parlor car *Yarra* in original condition. This car, owned by the ARHS is preserved in working order by the Seymour Loco Steam Preservation Group *Photo courtesy of the PTC*





Joint stock mail sorting van (travelling post office - TPO) 2 EES in original condition *Photo courtesy of the PTC*

EEB: These vans were designed to carry bulk mail and baggage, and were 60 ft. 2 in. long. They were essentially hollow shells, apart from two semi-partitions that divided the interior into three compartments. The compartments at each end were 19 ft. 7¾ in. long, whilst the central compartment was 19 ft. 9¾ in. long. Each compartment was accessed through its own set of sliding double doors located on each side of the car.

No vestibule connections were fitted to these vans.

EES: These vans were also 60 ft. 2 in. long, but were built to sort mail whilst in transit on Melbourne – Adelaide services [see Note 5]. They were fitted internally with two mail sorting tables along one wall, and frames for mail bags along the other. Seats for eight mail sorters were provided at the tables (a crew of ten manned the car), as were Pintsch gas heated pots to melt wax to seal mail bags. Lavatory accommodation and vestibule connections were also fitted.

A 4 foot wide sliding door was provided at each end of the van on both sides with a row of windows running between these doors.

DVE: There were three distinct types of DVE van built between 1906 and 1911; all were 60 ft. 2 in. long, internally divided into five sections with a load capacity of 12 tons, and were fitted with cupola roof lookouts at each end for the guard.

The first 4 DVE vans produced featured a 7 ft. 3⅜ in. long Guards compartment at each end, and two 15 ft. 8¼ in. long compartments on either side of a central 13 ft. 0 in. long compartment. The central compartment was fitted out to convey fish [see Note 8], whilst the compartments on either side were for luggage, mail, parcels and van goods.

In the second type of DVE van the guards compartment was dimensionally the same as the first 4 vans, however the central compartment was fitted out for luggage, mail, parcels and van goods, rather than fish. The central compartment was 14 ft. 8 in. long, whilst the compartments on either side were 14 ft. 8¾ in. long. Only one example of this type of van was built (5 DVE).

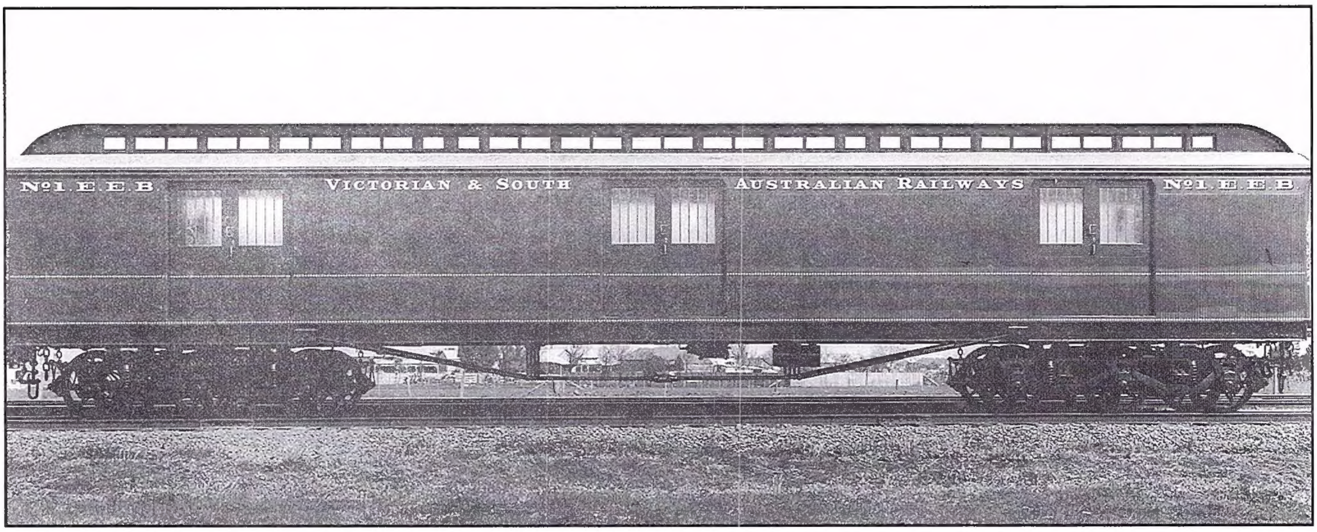
The third type of DVE (DVE Nos. 6 to 16 and CE Nos. 17 to 25) featured a 5 ft. 6½ in. long Guards compartment at each of the van, and two 15 ft. 11½ in. long compartments on either side of a central 15 ft. 9¼ in. long compartment. All three compartments were available for baggage, mail and van goods.

The Guards compartments in all three types of vans had a single sliding access door on each side, whilst sliding double doors were on both sides of each storage compartment.

Four dogboxes were provided in the three types of DVE van under each of the seats available to the Guard in the cupola, i.e., there was one in each corner of the van. Access to each box was through a louvred external door.

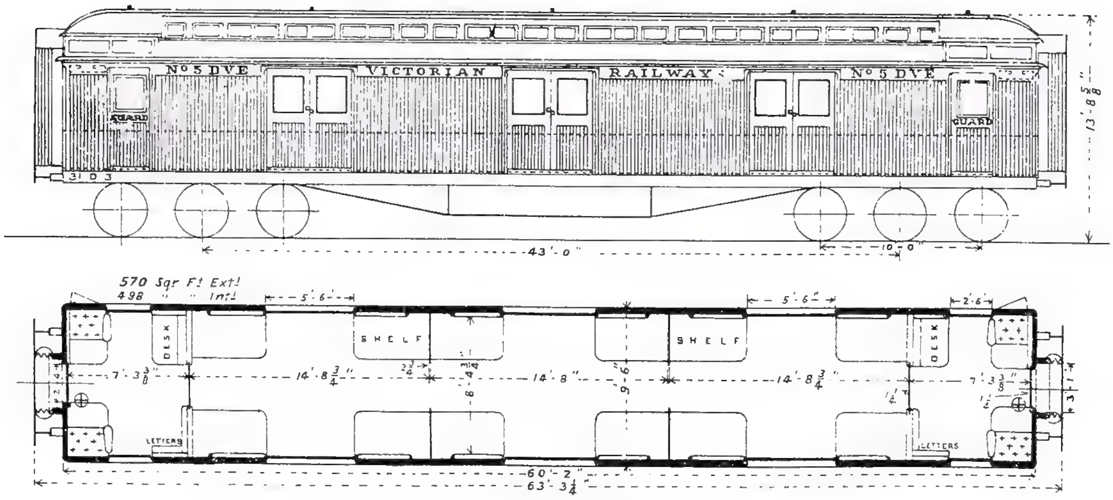
Vestibule connections were provided at each end of the three types of DVE van.

Joint stock bulk mail van 1 EEB in original condition *Photo courtesy of the PTC*



DVE

LOAD 12 TONS



Built at Adelaide Shops 1907 Nos 5,6
NOTE - Exchanged for No 1 & 2 (FISH COMPT) built at Newport Shops.
Total.2

TABLE A:
E CAR CONSTRUCTION PROFILE 1906-1911 CALENDAR YEARS

Note: In 1910, the carriage codes were simplified. The second code shown in the table is the post-1910 code.

	1906	1907	1908	1909	1910	1911	Total
AVE/AE	4	6	7	9	12	–	38
BVE/BE	4	6	–	21	8	–	39
ABVE/ABE	2	–	4	4	6	–	16
ESBV/BDSE	–	–	–	4	6	–	10
Sleeping Cars	–	4	–	–	–	2	6
Dining Cars	–	–	3	–	–	–	3
Parlor Cars	2	–	–	–	–	–	2
EEB	–	2	–	–	–	–	2
EES	–	1	1	–	–	–	2
DVE/CE	2	2	8	4	–	9	25
Total	**14**	**21**	**23**	**42**	**32**	**11**	**143**

TABLE B:
E CAR BUILDER PROFILE 1906 – 1911 CALENDAR YEARS

Note: In 1910 the AVE, BVE, ABVE, ESBV and DVE carriage codes were simplified to AE, BE, ABE, BDSE and CE respectively.

Builder	AVE	BVE	ABVE	ESBV	Sleeping Cars	Dining Cars	Parlor Cars	DVE	EEB	EES	Total
VR Newport W/S	24	8	8	10	6	3	2	13	2	2	78
SAR Islington W/S	–	6	–	–	–	–	–	4	–	–	10
Bell and party	–	–	2	–	–	–	–	1	–	–	3
Cheyne and party	–	5	–	–	–	–	–	2	–	–	7
Coleman and party	–	–	–	–	–	–	–	2	–	–	2
Gaulton and party	3	–	–	–	–	–	–	–	–	–	3
Herbert and party	5	5	1	–	–	–	–	1	–	–	12
Marr and party	–	–	–	–	–	–	–	2	–	–	2
Mitchell and party	–	7	–	–	–	–	–	–	–	–	7
Robertson and party	3	7	–	–	–	–	–	–	–	–	10
Scott and party	2	1	5	–	–	–	–	–	–	–	8
Smith and party	1	–	–	–	–	–	–	–	–	–	1
Total	**38**	**39**	**16**	**10**	**6**	**3**	**2**	**25**	**2**	**2**	**143**

All E cars outshopped between 1906 and 1911 were painted VR red/brown and elaborately decorated on the exterior with line work and gilt lettering. On the sitting, sleeping, dining and parlor cars, ornamental mirrors were provided on the exterior above the windows, whilst the lower half of each window frame was fitted on the exterior with two horizontal bars, except for the door windows (one horizontal bar) and toilet windows (no bars).

Tables A and B outline:

(i) the number of carriages by class outshopped each year between 1906 and 1911
(ii) the builders of the carriages outshopped each year between 1906 and 1911

The first 14 E carriages re-equipped the express trains operating between Melbourne and Albury, and consisted of 4 x AVE, 4 x BVE, 2 x ABVE, 2 x Parlor Cars, and 2 x DVE. At least 13 of these cars appear to have been in traffic prior to the 1906 Melbourne Cup.

The first 12 of these 14 carriages were delivered on the following dates:

Date Outshopped	Carriages by Individual Identity
28 Aug 1906	1 AVE, 2 AVE, 1 ABVE, 1 BVE, 2 BVE, 1 DVE
30 Oct 1906	3 AVE, 4 AVE, 2 ABVE, 3 BVE, 4 BVE, 2 DVE

The Parlor Cars were outshopped separately; *Yarra* on 31 October 1906 and *Murray* on 19 December 1906.

It was originally envisaged that the DVE van would be positioned behind the locomotive on the express train to Sydney, thereby giving passengers direct access to the Parlor Car. However, the DVE van was actually positioned between the Parlor Car and the trailing vehicle of the consist when the E cars first entered service on this train. It is unclear as to why this occurred, although it may have been due to operations management and unions feeling uncomfortable with the non-traditional location of the van. After a year or two the DVE was repositioned to run behind the locomotive; possibly in conjunction with the introduction of E type dining cars on the Sydney express trains in December 1908 (a photo of a DVE in front of what appears to be the Parlor Car is reproduced on p.34 of the book, *Great Steam Trains of Australia* by David Burke).

The second service to receive E type cars was the express train running between Melbourne and Adelaide. These cars were jointly owned by the VR and SAR, and a total of 23 were built consisting of:

Type	Quantity	Individual Identity
Sleeping Cars	4	Melbourne, Ballarat, Wolseley and Adelaide
AVE	6	Nos. 5 to 10
BVE	6	Nos. 5 to 10
DVE	4	Nos. 3 to 6
EEB	1	No. 1
EES	2	Nos. 1 and 2
Total	23	

The SAR built 9 of the 23 cars, plus 1 underframe at their Islington Workshops to meet their 40% share of the total cost of the new stock. The remaining vehicles, including the body for the SAR built underframe, were built at Newport.

E cars outshopped after the order for the Adelaide trains was completed re-equipped the principal, long distance intrastate trains to places such as Bairnsdale, Bendigo, Horsham and Warrnambool.

The coding for the AVE, BVE, ABVE, ESBV, EEB, EES and DVE cars was simplified in 1910 by:

- deleting the letter V (for vestibule) from the AVE, BVE and ABVE codes.
- altering ESBV to BDSE, with the DS signifying that the carriage was equipped to sort mail in transit, and the BE divided by the DS indicating that it was a Second class E type car (possibly only 4 ESBV cars may have carried the original code, as the last 6 entered traffic in 1910 when the new code was introduced).
- replacing the EEB classification with D for bulk mail.
- replacing the EES classification with DS, therefore indicating that it was a bulk mail van equipped to sort mail in transit.
- replacing the DVE classification with CE, where C stood for Guards accommodation.

It was also decided in the same year to name existing and future joint stock sleeping cars after rivers in each state, rather than cities and towns. Consequently the names of the four original sleeping cars were altered to *Loddon, Glenelg, Finniss* and *Torrens*. The first two being Victorian rivers, and the other two being South Australian.

The outshopping of 25 CE on 4 April 1911 concluded the first phase of E car construction. Newport Workshops subsequently tooled up to build a new generation of 58 ft. 1½ in. long corridor cars based on the E car design for use on secondary main line and branch line services. Known as W cars, the first 2 were outshopped on 26 October 1911 (1 AW and 1 BW), and a total of 115 W cars had been outshopped by 1914 when the the first phase of W car construction finished.

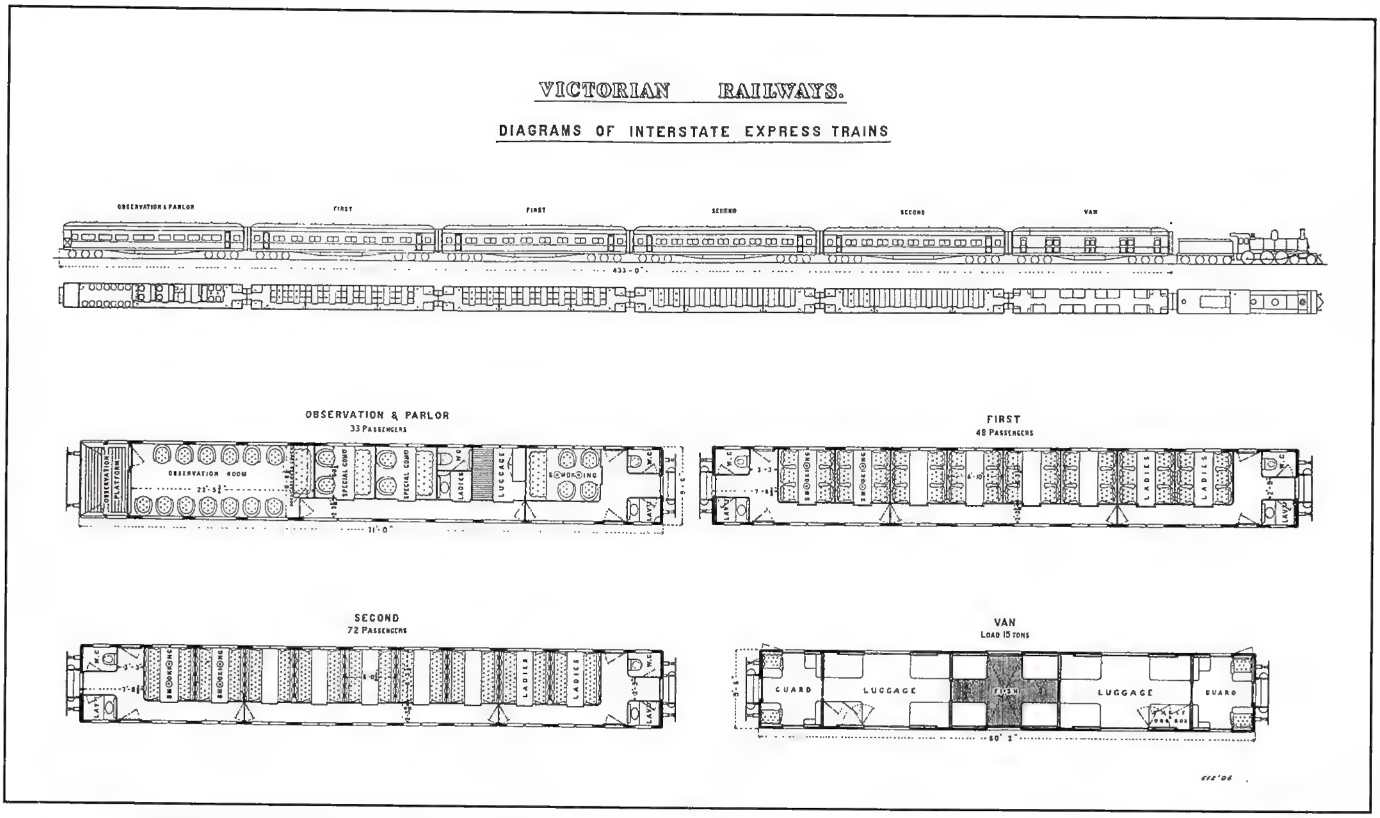
In 1912, Newport Workshops built a new vice-regal carriage based on the E car design for the Governor and other royal dignities. This car was known as State No. 4 and featured an observation platform (similar to *Yarra* and *Murray*), Governor's and Lady's bedrooms (which could be separated by folding doors), dining room, kitchen, Gents and Ladies bathrooms (each with a bath, shower and toilet), and accommodation for ladies-in-waiting and other support staff. A total of 9 sleeping berths were provided, including the Governor's and Lady's berths.

The arrival of the E cars displaced a number of toilet equipped corridor carriages that were cascaded on to secondary main line and branch line services. This shift in rollingstock, in conjunction with the delivery of new W cars, enabled the VR to regularly roster corridor equipped carriages with toilet accommodation on the following line sections by the 1912/13 financial year:

Bendigo to Korong Vale, Wycheproof, and Chillingollah
Bendigo to Swan Hill
Bendigo to Echuca
Maryborough to Mildura
Ballarat to Castlemaine
Ballarat to Dimboola
Ararat to Portland
Murtoa to Hopetoun
Melbourne to Port Fairy
Geelong to Ballarat
Benalla to Yarrawonga
Wangaratta to Bright
Wodonga to Tallangatta
Melbourne to Numurkah and Cobram
Melbourne to Port Albert

Increasing the number of trains with corridor equipped carriages also made it possible to provide Conductors on more trains with the following benefits:

- train running was enhanced
- ticket checking was improved
- customer service was improved



A diagram of the interstate express trains in 1906 when the E cars were first introduced. The 4-6-0 steam locomotive is of the D^D class.

It is worthwhile noting that the move to an all corridor equipped country carriage fleet was slow, and it wasn't until 1968 that all VR country trains operated with corridor stock.

The final three BDSE cars (Nos. 8, 9 and 10) were modified in 1913/14 to increase the length of the mail sorting area by approximately 10 feet. This was achieved by removing the Ladies compartment and toilet, thereby reducing the passenger accommodation from 41 to 34. Other changes undertaken were:

- An extra 4 foot wide sliding door was provided on each side of the mail sorting area at the vestibule end.
- The four passenger compartments retained were for Gentlemen only; three of which were now available for smoking.
- The length of the mail sorting table and the number of frames to hold mail bags open was reduced.

The mail sorting area modifications were probably designed to provide supplementary space to the Guards Van to accommodate mail bags sorted by the Post Office before despatch, thereby avoiding the need to attach an additional van.

THE SECOND PHASE OF E CAR CONSTRUCTION

Newport outshopped 4 additional V&SAR joint stock sleeping cars in 1919 to meet the growing demand for berths caused by restricted coastal shipping facilities in the post First World War period, and the new Trans-Australian line (opened in 1917 between Port Augusta and Kalgoorlie). The additional capacity made available by these carriages also made it possible to withdraw two Mann Boudoir cars from joint stock service, and provide sufficient sleeping berth accommodation during the busiest times of the year.

The new sleepers introduced two major advances over the sleepers built in 1907 and 1911, namely:

- electric lighting throughout, including berth lamps (these were the first E type cars to be fitted with electric lighting)
- a berth design were the seats and seat backs used during the day were separate from the berths.

Australian Maple with a clear finish to highlight the timber was used throughout the interior of these cars.

In 1923 a further 21 E type carriages were outshopped consisting of:

Class	Quantity	
AE	4	All for joint stock service
BE	4	All for joint stock service
Sleeping Cars	6	4 for joint stock service
CE	7	2 for joint stock service
Total	21	

Joint stock vehicles accounted for 14 of the 21 cars, with the SAR building 6 to meet its 40% share of the costs. Like the sleepers built in 1919, all these vehicles were electrically lit.

In the following year, another five CE vans were outshopped, and in 1928 a further three sleeping cars. All these vehicles were for intrastate service, with the sleeping cars being allocated to Mildura trains.

The design of these three sleeping cars differed to the previous cars outshopped in the following areas:

- a semi-elliptical roof was used instead of a clerestory.
- the bodies were of composite wood and steel construction featuring steel external panelling.
- a tenth sleeping compartment was provided in the area used as a smoking saloon in the previous sleeping cars.

Between 1926 and 1928, four CE vans (Nos. 11, 12, 13 and 14) were fitted with two transversely mounted coffin chambers by Newport Workshops that replaced the guards compartment at one end. It was necessary to seal the end door leading to the next carriage to fit the chambers, although the vestibule connection was retained.

The last E type carriage to be built was a CE van in 1930 to replace a similiar van (15 CE) destroyed in an accident at Sey-

TABLE C:

Builder	AE	BE	Sleeping Cars	CE	Total
VR Newport W/S	–	–	7	3	10
SAR Islington W/S	–	4	–	2	6
Barber and party	–	–	–	5	5
Fowler and party	–	–	1	–	1
Fowler, Nathan and party	–	–	1	–	1
Gaulton and party	–	–	2	–	2
McCann and party	2	–	–	1	3
Sands and party	2	–	–	–	2
Scott and party	–	–	2	–	2
Underwood and party	–	–	–	2	2
Total	**4**	**4**	**13**	**13**	**34**

mour. This brought the total production of E type carriages built between 1906 and 1930 to 177. The 34 E cars that entered service between 1919 and 1930 were built by the builders shown in Table C.

Four modifications undertaken on the E car fleet during the 1920s were:

- adopting a simplified external finish which did not have the elaborate line work and lettering that had been in use since 1906. As a part of this revision to the livery, external wording was rationalised where possible, i.e., V&SAR was used instead of VICTORIAN & SOUTH AUSTRALIAN RAILWAYS.
- the chrome bars fitted to the exterior of the windows and the external mirrors were removed.
- a start was made on fitting electric lighting in place of Pintsch gas lighting on those carriages built between 1906 and 1911. It is unclear if all E type cars had been fitted by the close of the decade, although this may have been achieved given that a total of 531 carriages and vans had electric lighting installed by the end of 1928/29.
- 5 BDSE cars were converted to BE cars, and both DS to D vans on account of the declining Post Office requirement to sort mail in transit during the decade.

ADDITIONAL NOTES (for Part 1)

1. The Canadian Pacific influence in the design of the E cars is credited to Mr Thomas Tait (later Sir Thomas), Chairman of the VR Commissioners from 4 May 1903 until 30 November 1910, who had been the Assistant General Manager of the Canadian Pacific Railway prior to coming to the VR. The degree to which he became involved in the detail of the design is unknown.
2. The VR first used Pintsch gas (also known as high calorific gas) for carriage lighting in 1898 on the new V type cars introduced on the Sydney express train. Production of this gas was undertaken by the VR at a gas works erected at Spencer Street in the same year, and was extracted from NSW crude shale oil. Pintsch gas became the prime means of carriage lighting on the VR until it was replaced by electricity after the First World War. It continued to be used well after electric lighting was introduced, and it wasn't until September 1966 that Pintsch gas ceased to be used.

   Production of Pintsch gas by the VR at its Spencer Street works ceased in October 1956, and a mixture of town gas and oil refinery gas piped to storage tanks at Spencer Street from the West Melbourne Gas Works was used instead. Details on the operation of Pintsch gas lighting are set out on p.414 to 418 of the 1953 VR General Appendix.
3. Butty Gangs were teams of men contracted to the VR to either construct or maintain VR equipment within a VR Workshop (it is unclear if they also used VR tools). In the case of the E cars, a contractor and his men would be employed to build a carriage within Newport Workshops. Butty Gangs were first used around the turn of the Century, and it is believed that they were last employed in the 1940s to paint vehicles. The origin of the term Butty Gang is unknown.
4. The term Economy replaced Second class from 1 March 1970. Initially no class designation was shown on Economy class cars after the change in terminology, however public confusion eventually made it necessary to apply Economy designations from early 1972. Composite cars were the first to be labelled Economy, followed by full Economy cars.
5. Vehicles designed to allow Post Office staff to sort mail whilst in transit were known as Travelling Post Offices (TPO's). The first regularly scheduled TPO in the world was introduced by the London and Birmingham Railway in September 1838. TPO operations in Victoria commenced on 20 February 1865 between Melbourne and Ballarat via Geelong, and over time expanded to the following routes:

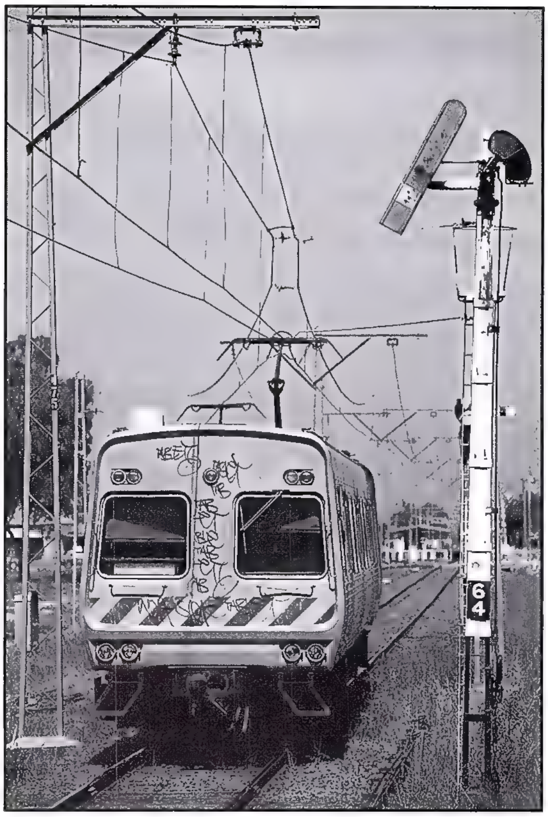
   Melbourne - Port Fairy
   Melbourne - Bacchus Marsh - Ballarat — Stawell
   Melbourne - Adelaide (primarily for overseas mail)
   Melbourne - Bendigo
   Melbourne - Cobram
   Melbourne - Albury
   Melbourne - Sale
   Melbourne - Maffra - Bairnsdale
   Melbourne - Port Albert

   TPO operations were slowly withdrawn until they ceased in Victoria on 27 August 1932. The last route served was the North Eastern line (A history of Victorian TPO operations by L G Poole appears on p.127 of the June 1969 issue of the *ARHS Bulletin* (No. 380]).
6. The ESBV carriages and EES vans introduced the North American practice of using frames with hooks on four corners to keep mail bags constantly open to the VR. Previously the British practice of hanging bags on pegs was used
7. Given that seat reservations did not start in Victoria until 1917, it is not known which area of the VR accepted and controlled seat reservations for the Parlor Car between 1906 and 1917.
8. The four CE vans equipped with fish compartments appear to have been employed exclusively on the Sydney and Adelaide express trains when they were first built, and later on just the Adelaide train. It is unclear where the fish traffic carried in these vans originated, and when the traffic ceased. Two possible senarios on the Adelaide route could have been (i) fish caught on the Murray River being loaded at Murray Bridge and Tailem Bend for the Adelaide and Melbourne markets, and (ii) fish caught in the Adelaide area being railed across to the larger market in Melbourne.

Chris Banger and Peter Medlin will continue their history of the VR E Cars in next month's edition of NEWSRAIL.

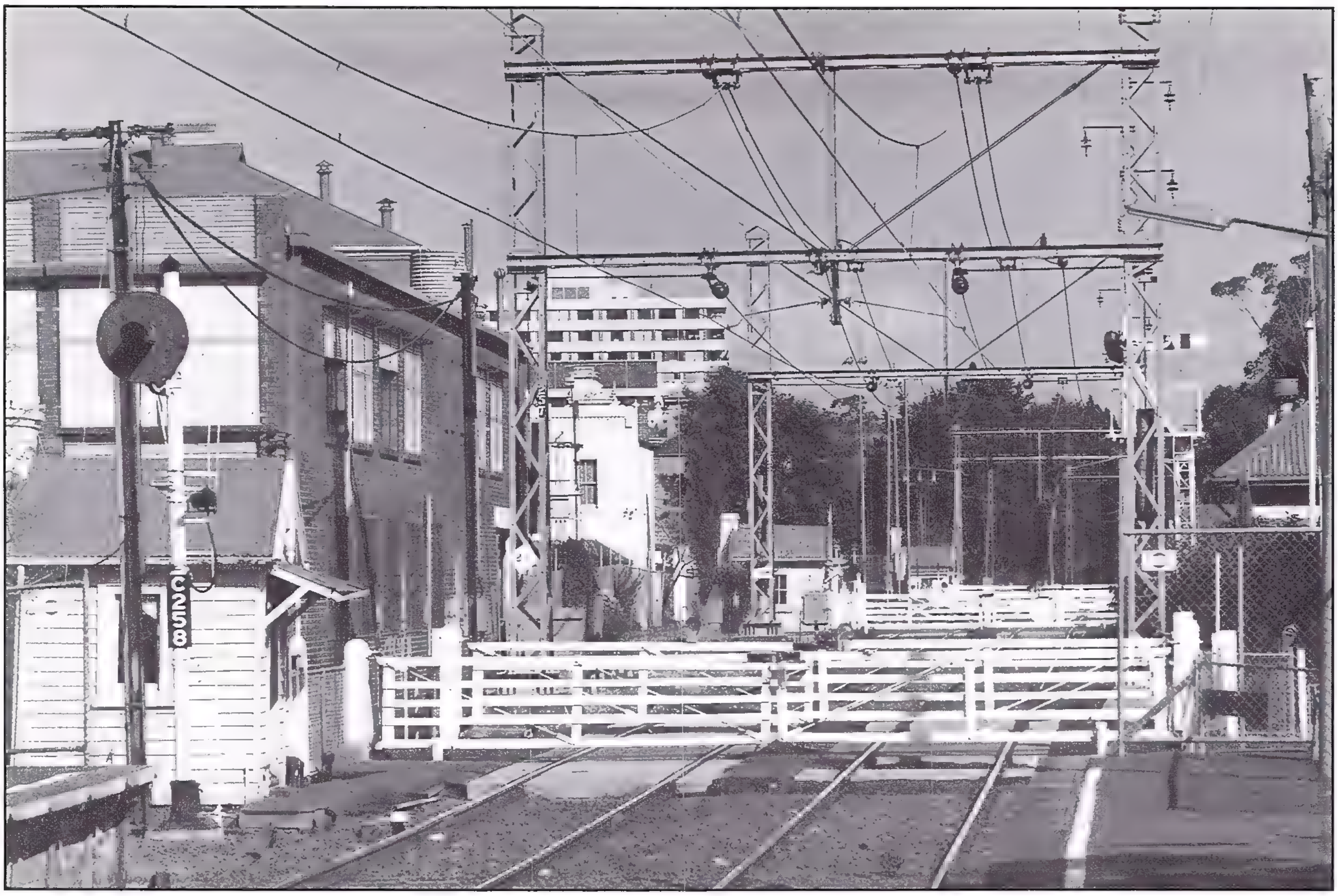
— *The* —
UPFIELD LINE

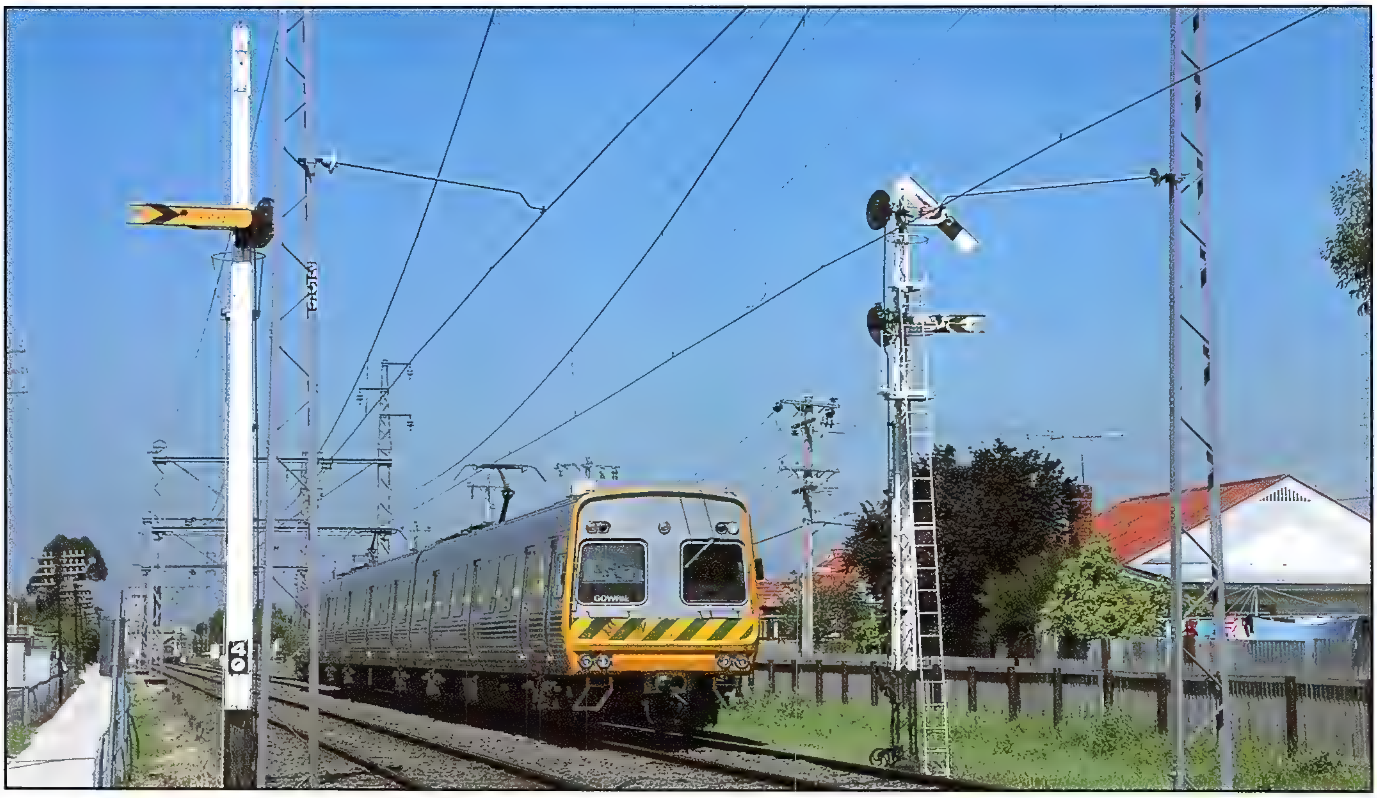
This month's photo pictorial features the suburban Upfield Line. The state government has recently allocated funds which will permit an upgrade of facilities to contemporary standards. This will mean the disappearance of signallers and gatekeepers and the equipment, long an anachronism, that they operate. It is timely to review operations on this line and a further pictorial will be featured in the near future. Captions by Andrew Waugh.



This up train has just departed from Fawkner and the last car is passing over the junction at the end of the double line. During suburban duplications of the late 1950s, it was common to only provide one platform at the end of a double line (another example was Keon Park) a slight saving in capital cost leading to operational inconvenience. The arm of Post 64, a welded batten post, is well adjusted and is almost exactly at 45 degrees. The Signaller is also working correctly, waiting for the train to completely pass the post before restoring the signal to danger. Merlynston station can just be seen in the distance. 17.10.89 *Stuart Turnbull*

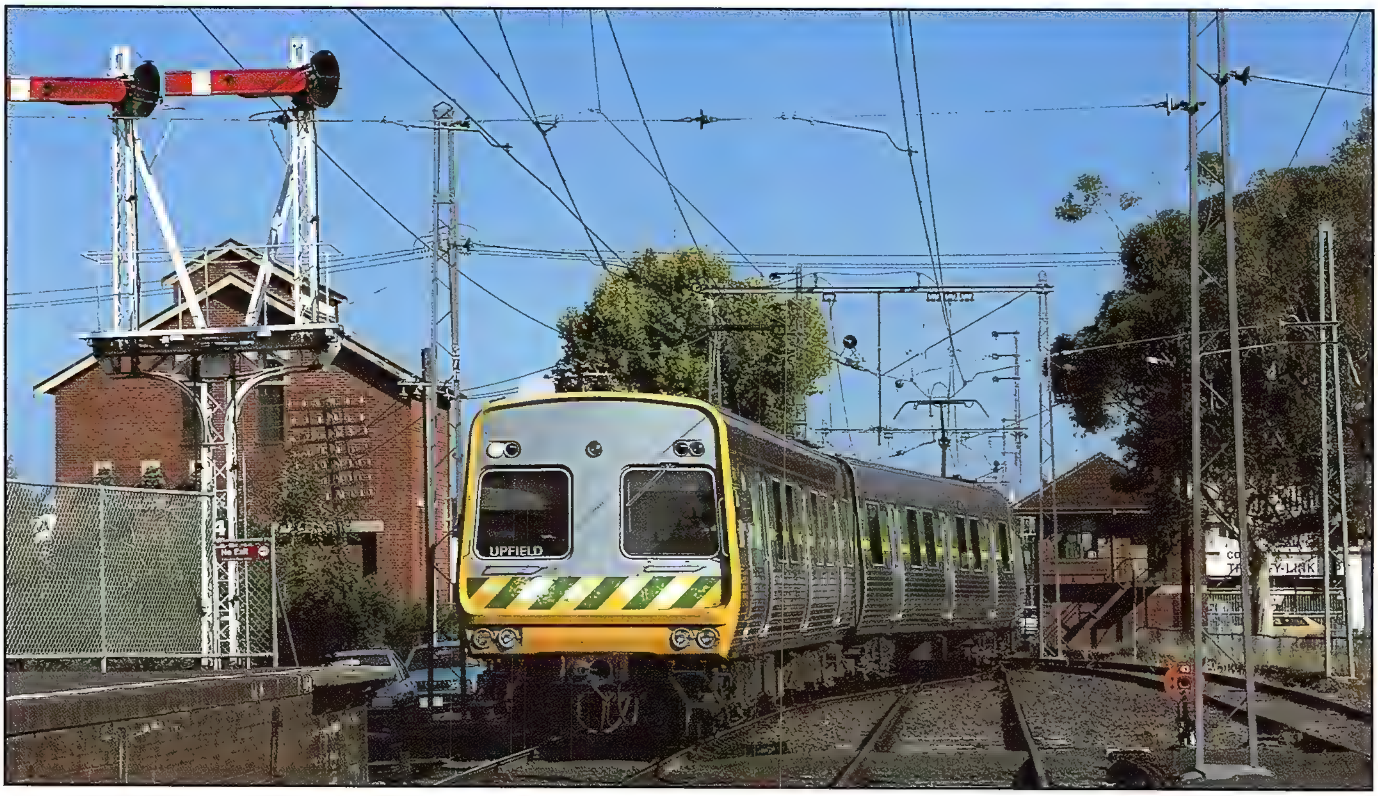
Jewell looking south from down platform. Immediately south of Jewell three hand operated gates occur within 260 metres. Even one hundred years ago, it is unlikely that there were three other sets of gates closer together. Looking south from the down platform in 1990, the nearest level crossing is Barkly Street, then Brunswick Road and finally Park Street. The basic design of the three gatecabins is identical and probably existed at all handgates south of Coburg. Nowadays, however, the only other example is at Albert Street, Brunswick. All remaining handgates on the Coburg line are protected by up and down signals, normally mechanical home signals worked from a small non-interlocked groundframe adjacent to each cabin. For most of the crossings on the line, this protection was provided in 1940 around the time Victoria got serious about the blackout. 9.8.90 *Andrew Waugh*

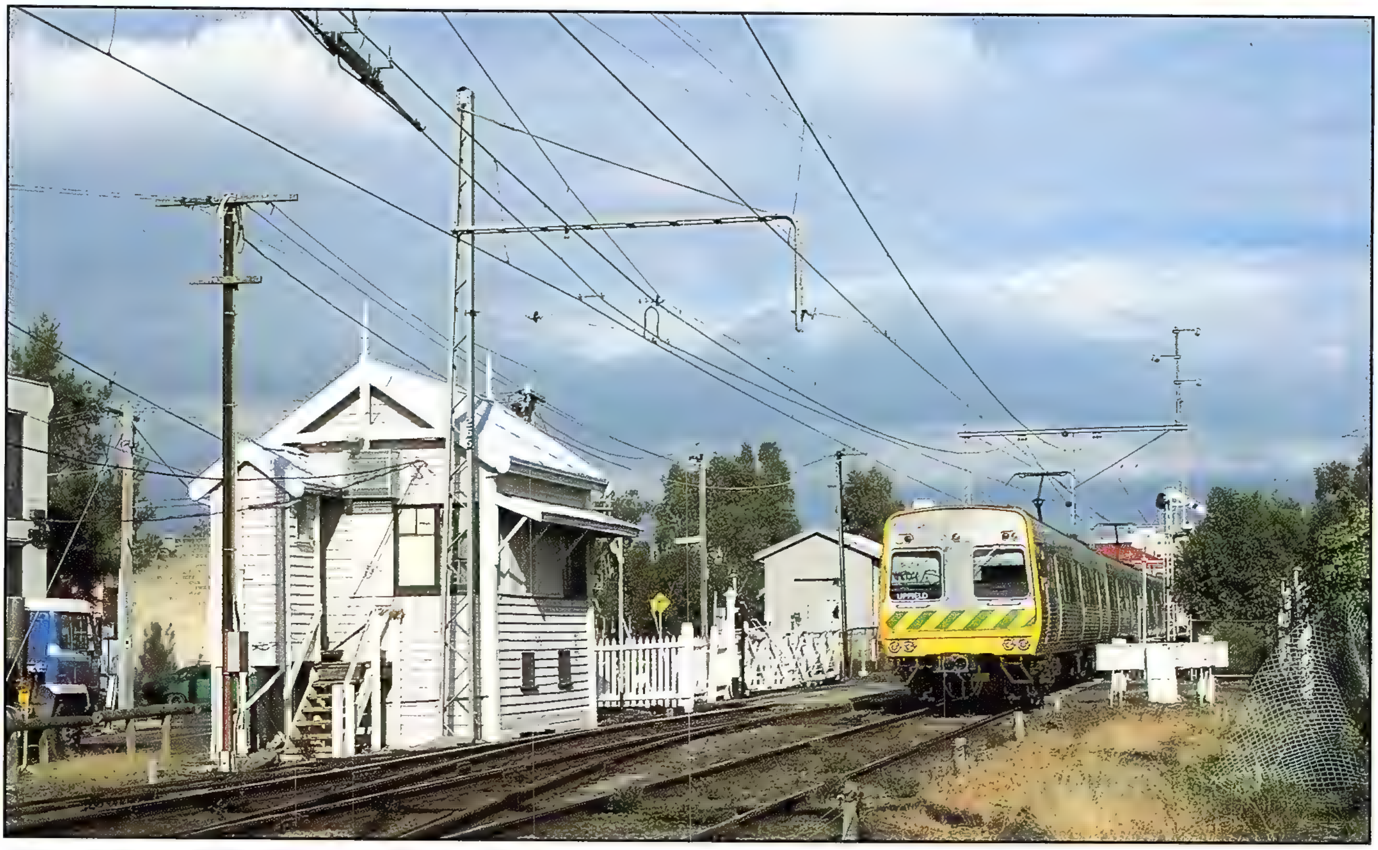




Above: The down train – almost free of graffiti – is just about to pass over Reynard Road, half way between Moreland and Coburg. Post 40 (on the left) carries the Moreland up distant. This is only one of three yellow armed distants on the Coburg line, all the rest have red arms. It was also the last working distant (at least in theory) on the line and was only 'fixed' in recent years when the wire run was removed. Of course, it probably hadn't worked for many years. Post 40B (on the right) was provided in 1918, prior to that the Coburg down distant had been located on Post 40 (the hole for the spindle is still visible in the wooden post). The home signal on Post 40B was provided in 1923 to protect the gates at Reynard Road. The Coburg distant was not fixed until 1940. 17.10.89

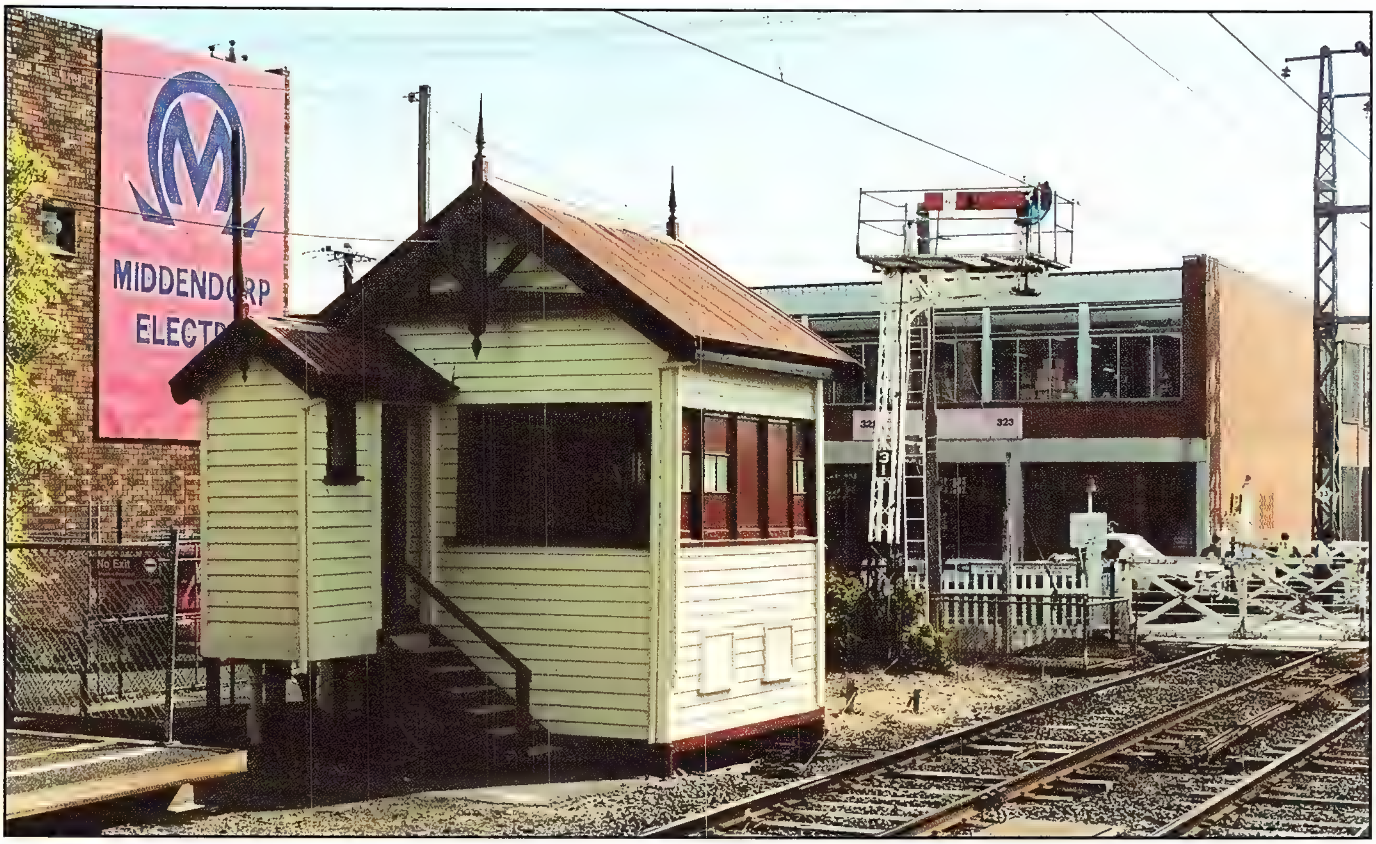
Below: A down train arriving at Coburg. Until very recently, Coburg had only one platform and all down trains had to use this crossover to gain access to it. Down trains regained the correct line using a crossover at the north end of the platform. The signalbox is the third at Coburg and was provided in 1928 when interlocked gates at Munro Street were provided. The box design is an example of the all brick 'fireproof' design usually used for power signalboxes. Its use for a mechanical signalbox was uncommon, although Yarraville and Glen Iris were other examples. The interlocked gates at Munro Street were replaced by boom barriers in 1983. 10.4.91 *Both photos Stuart Turnbull*

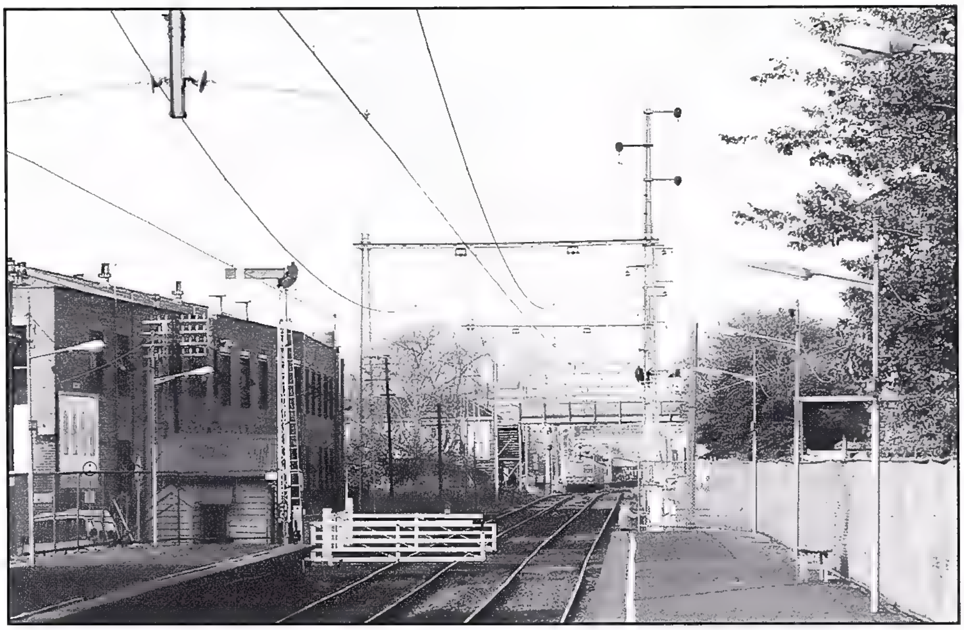




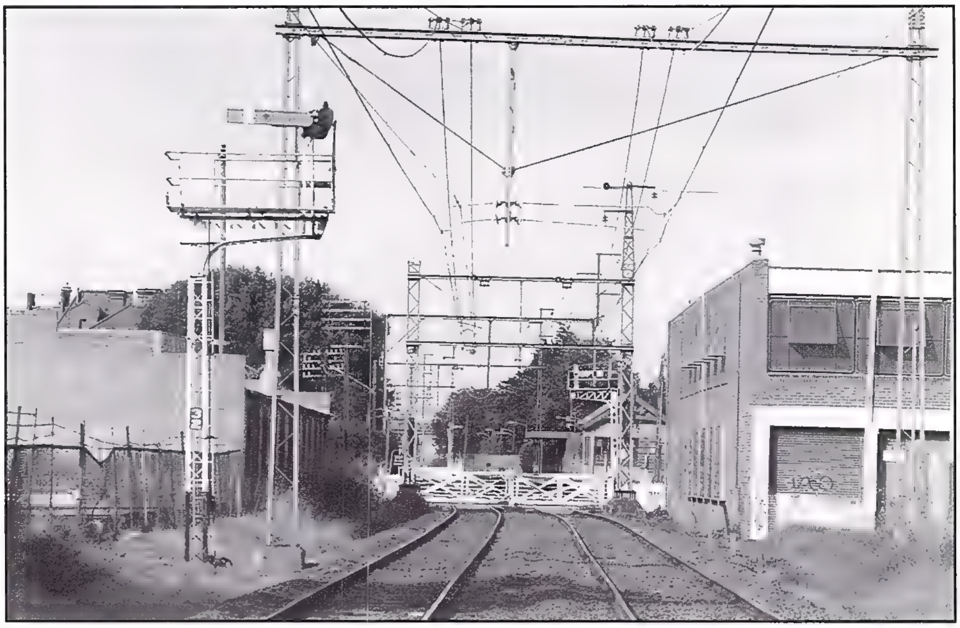
Above: Jewell signalbox was brought into service in 1892 in conjunction with the duplication between South Brunswick (Jewell) and Brunswick. This was the second signalbox at South Brunswick, the first was located adjacent to Barkly Street. The new box controlled the interlocked gates at Union Street – seen here – and the new goods sidings between Union Street and Dawson Street. (The original goods yard was opposite the passenger platform.) The signalbox originally contained a 20 lever rocker frame. This was replaced in 1925 by the current 31 lever cam and tappet frame. Sat.15.6.96 *Stuart Turnbull*

Below: Brunswick signalbox was erected in late 1889 by H Honour for £146-5-0 and opened on 16 January 1890 with a 20 lever rocker frame. At that time the Coburg line was still single and the box worked a crossing loop and the connections to the goods sidings. The box and frame are still in service, but most of the levers in the frame were removed in 1966 when the goods sidings were removed. The box remains in service as a block post and to work the interlocked gates at Victoria Street. Photo taken 1.9.94 *Andrew Waugh*

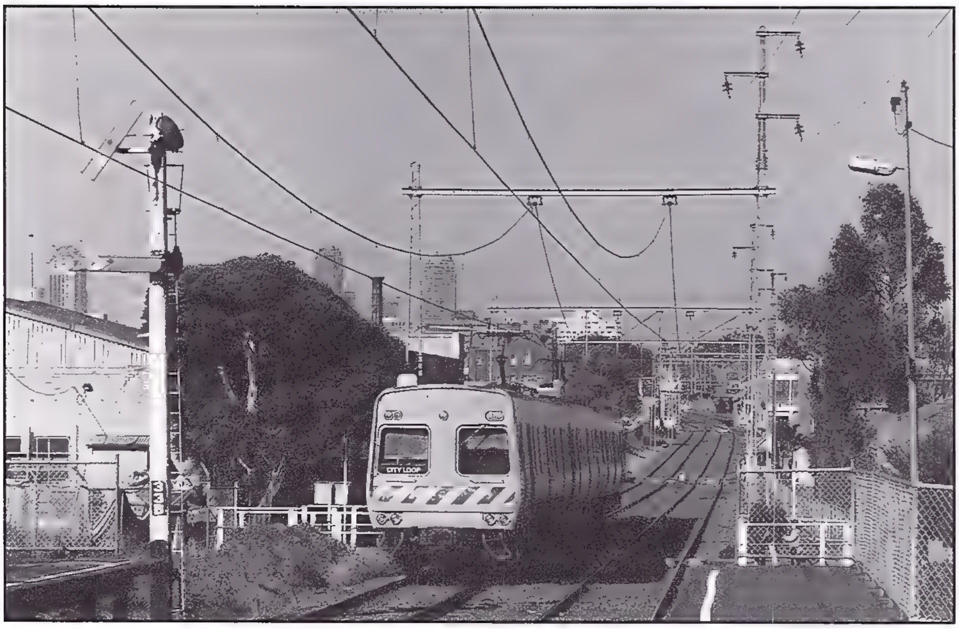




Taken in 1992, this photo shows the gatekeeper at Albert Street, Brunswick, closing the gates across the railway line after the departure of an up Hitachi. The home signal (jointly controlled by the signaller and the gatekeeper) has been restored to danger and the two easternmost gates opened. The gatekeeper is now unlatching the two western gates. The train has just passed under the Phoenix Street footbridge and is just about to cross Dawson Street. The up station buildings at Jewell can just be seen in the background. 29.5.92



Looking south towards Victoria Street, Brunswick, on a quiet Sunday morning in 1994. Brunswick goods sidings were on the left of the photo; the land is now occupied by a car park and factories. Post 32 was renewed as a lop bracket post in 1947 and was originally situated on the far side of the goods sidings (which is why a lop bracket was provided). It was moved to its current position in 1968. 17.4.94



An up train has just departed from Anstey and is rolling downhill towards the Hope Street handgates. The up home signal protecting the gates on Post 33B is off and the handgates are open, of course and their site is only marked by the white painted backstops situated between the up and down lines. In the distance, the signaller at Brunswick has also opened the Victoria Street gates and cleared the up home signal. Post 33B was originally the up distant for Brunswick. The home signal was added in 1926 as a starting signal when the station was opened. The home signal was removed in 1928 and restored in 1940 as the up home protecting the Hope Street gates. Photo taken 27.8.90

All photos Andrew Waugh

– FROM – THE FIREMAN'S SIDE

by J G (Jo) Glasson

The second in a series of reminiscences

Mr Glasson has been transferred from Newport Workshops to the North Melbourne Loco Depot

On arrival at North Melbourne I was handed a piece of soap and two sweat rags and instructed to enter the main shed and line up for the job allocations. Crews were allocated first and others were set to cleaning, turntable duty, the sand pit, coal stage, washing out, lighting up, hostling and assistance to the fitters.

New recruits were given a tour of the entire depot, during which we learned how the shed operated. We were told how the running board advised the working order of the locomotives and it was essential for crews and shed staff to know where the locos were situated so that they could be prepared for work.

The turntable operators also had to check that each loco's sand box was filled. A heavy steel bucket with a pouring spout was used to replenish the boxes and the sand was obtained from the brick wood-fired oven. One had to be careful when filling the bucket as the hot sand literally exploded out of the hopper and would flow over the floor like mercury.

It usually took four buckets to fill the boxes and one other use of the sand kiln was the ease in which it dried our overalls.

The turntables were electrically driven by a single wheel held down onto a circular rail by a lever similar to that used in signalboxes.

Hostling engines was a pet job that the new boys liked, mainly because your mate would let you drive the loco around the yard and pit area for the various tasks that were required. Some would be on the track work, others for boiler tests, brake adjustment, mechanical repairs and the countless other jobs that were required to keep them running.

It required the driver to examine the engine and report what work was required whilst the cleaner would dump the ash grate and open the ash-pan slides, hoping that they would not jam and need brute force to open them.

Each of the variety of locos going over the pit area required a different method of cleaning the firebox. The E class shunting tank loco had a tilt bar grate which consisted of three bars of the grate, first of all which had to be located in what was usually a firebox full of clinker and ash.

One had to probe with a pricker and once the prick end was engaged into the grate slots the grate had to be heaved up with considerable force. Having done that it was necessary to push the ash and fire out through the opening until such a time that the tip grate dropped down into position. To do this properly required as much as six attempts during each cleaning.

Most of the larger classes, such as D^4, Y, K, N, A^2, and C had a dump grate which was operated by a lever on the outside of the ashpan above the driving wheels. The cleaning of the fire box was completed in a much shorter time, providing the fire was not clinkered. If that was the case, it was usually a two man job as the exertion and heat made it necessary for each man to have a break.

The smoke boxes had to be inspected, spark arresters scraped clean with a steel comb and the cinders removed. The ring of the smoke box door then had to be brushed down and the door resealed.

Once the fire and smoke boxes were clean it was on to the water tower and coal chute where the proper type of coal was replenished. Special high speed trains were refilled with good quality coal from Maitland, the others had State Mine coal which was of poor quality.

Coal was also received from Africa and this proved to be good steaming coal. I can recall later firing an engine that had that coal and the fire needed no cleaning for the whole trip from Melbourne to Warragul and there was no ash. As well, the fire burnt in a greenish rather than red colour.

Washing out boilers was carried out beyond the coal stage ramp. Here high pressure hoses from stand pipes were used. Before the washout the 37mm gun metal plugs, situated at every corner of the fire box, top and bottom and on the barrel of the boiler, had to be removed.

A copper hose nozzle was then forced into the plug hole and the high pressure water purged the boiler of scale and other foreign matter. On completion, the plug holes were used by the boiler inspector for a final inspection. If he was satisfied, he gave authority to refit the plugs and refill the boiler. The whole operation usually took about two hours and the cleaner generally got very wet in the process.

Lighting-up could be a dangerous practice and needed expertise. After having stepped onto the footplate, several checks were necessary; no red tag indicating Boiler Empty attached to the blower valve, hand brake on, lever in mid-gear, regulator closed, all steam valves closed, gauge glasses checked, firebox interior checked, brick arch baffle plate and dump grate closed, smoke box cleared and the door properly sealed.

To start a fire, wood cut into one metre billets was loaded onto the footplate and a piece of oily waste lit and tossed about half way into the firebox. The billets were then stacked in around the waste, in what was termed 'birds best' fashion. Usually the stringy bark wood caught alight fairly rapidly and a bank of coal was then placed under the door and in each back corner. The firebox door was then closed and after about three or four hours steam pressure would be showing on the gauge.

My first night at North Melbourne also taught me an important lesson; never volunteer for any work. Volunteers were asked for a special light-up, that of H220, *Heavy Harry,* by far the largest and most complicated locomotive in Victoria.

To light this loco required lots of work, lots and lots of wood and two people. The usual safety checks were carried out and I noted the boiler was stone cold after a wash-out and firebox inspection.

R737 takes water at North Melbourne loco depot. Sat.13.6.64 *Graham Withers*

Did I say firebox? To me it was more like a dance floor; the grate area was 6.3 m (68 square feet), a huge area. H220 was fitted, of course, with a mechanical stoker but if it ever broke down it took two men to maintain the fire.

X class locos also had quite a big grate area, 3.9 m (42 square feet). They were manually fired and later became my favourite locomotive. But back to *Heavy Harry*; I reckoned that with such a huge area to cover with wood, the footplate should be loaded up first. I can remember getting about 20 barrow loads and my mate got a similar quantity.

The trick would be to start fires in different spots on the grate, which we did, and once those areas got going we would light other areas. The 40 barrow loads soon disappeared and more was needed. Of course the wood stacks were getting further away and I began to realise what a timber getter must feel like after a heavy days work.

Anyway I certainly looked and felt like one. We started the light-up at 23 30 and stepped off, when the crew arrived at 05 30, with the gauge registering 345 kPa (50 psi).

The coal stage was also a labourer's job, where four cleaners per shift were allocated to it. We were introduced to the stage, the grate area and coal scoops and rakes. The only assistance given was that the trucks of coal were pushed up the incline over the grate and beyond so that when they were required, they could be rolled over the grate for unloading.

All trucks were differently constructed, some had wood floors, others riveted steel or welded floors. The effect on the body was one of shocks, jarring and bruising as the coal was shovelled.

The grate area under and around the unloading area consisted of steel squares of about 30 cm (12 inches) and any coal that was too large to pass through had to be smashed with the 5 kg (10 lb) sledge hammers. The coal bins held about 120 tonnes of coal and were rarely ever filled as coal was being removed as soon as it was placed in the bins.

I say bins, because there were two types of coal. One being Maitland, a bituminous quality coal, generally used by fast passenger and goods trains and also on the narrow gauge locomotives. The remainder held a low inferior coal from Lithgow and the State Mine, the latter being 50% clay which clinkered easily and filled the firebox with ash.

The night I was delegated to the coal stage, the four of us moved, raked, shovelled, smashed and hammered through five trucks of coal, about 120 tonnes which we were told was a record for a shift.

After a meal break we had showers with mountains of hot water and on travelling home I wondered why other passengers kept looking at me. I knew my fly was not undone and I did not realise the reason until I looked in the mirror when I got home and saw huge black rings around my eyes which I had failed to wash off in the shower.

By now I was more determined than ever to pursue my studies and have a go at a fireman's ticket. A friend of mine (his name eludes me) was also studying and was as determined as I was so we decided to pool our knowledge, and after self-testing decided we could pass the required exams before the six month limit.

We fronted Mr Bill (Bull) Holmes, the Loco Depot Foreman, and told him of our plans and he told us it had never been done before the expired period of work trials but we pressed him and he agreed to submit our request to head office.

About two weeks later we were notified that the examination had been approved and we would both sit the following week. My friend was to be examined at 09 30 and mine was set for 13 30.

The examination was conducted in a Z van, which held a bench seat for three with a table in front. The exam was an oral one and for two hours I was bombarded by questions from the examiner. The time seemed like a week, I was not able to have a drink and the depot noises were a constant distraction.

I was questioned on train running, single and double line block signalling, fog signalling with detonators, rules and regulations and engine management. It entered my mind that the examiner was making a mistake and examining me for driver as he delivered question after question, but even though it was a gruelling experience I was sure I had performed well.

At the conclusion I expected to be told how I went but I was politely told the result had to be told to the Depot Foreman first. I was told however, by way of encouragement, that he had not examined two better lads in his career.

OPERATIONS

An overview of recent sightings and observations

GENERAL

LEVEL CROSSING TESTING: On Wed.12.6, between 09 00 and 17 00, high speed testing of the level crossing approaches was carried out on the standard gauge line between Newport and North Geelong C Box. During this period roadway protection was provided at each level crossing whilst the tests were being conducted.

TEST RUNS – SPRINTER: On Fri.14.6, a T class loco, hauling Sprinter 7022 proceeded from Spencer Street yard to Ballarat. After arriving at Ballarat the sprinter proceeded onto the Ballarat - Beaufort line and conducted tests.

On Mon.17.6 Sprinter 7022 ran from Spencer Street - Sunbury, Sunbury - St Albans (three trips each way), Sunbury - Spencer Street conducting level crossing tests.

On Thurs.27.6, as part of the Sprinter multi-unit Track Circuit Assistor test run, Sprinter 7022 and a TCA equipped Sprinter operated from Spencer Street yard to Bacchus Marsh and return.

SPRINTER RAILCARS FITTED WITH TRACK CIRCUIT ASSISTORS: On Mon.1.7.96, Sprinter railcars 7012, 7013, 7014, 7015, 7016, 7017 and 7022 were fully fitted with track circuit assistors (TCA). This equipment guarantees correct operation of track circuitry by the railcar.

The remaining Sprinter railcars will be progressively fitted with TCA equipment and all will be commissioned by August 1996. Sprinters fitted with non-operational TCAs will display a sign on the driver's control panel stating 'track circuit assistor not commissioned'.

Sprinter railcars with operational track circuit assistors are authorised to operate over the following corridors:

Melbourne - Ballarat
Melbourne - Geelong
Geelong - Ballarat

Provided the leading sprinter has an operational TCA, non-modified Sprinter railcars may run in multiple units over these corridors.

On the Melbourne - Bendigo corridor, protection of level crossings and Absolute Block working will continue Mondays to Fridays so non-modified Sprinter railcars may continue to operate. On weekends, level crossing protection will not be provided so only modified Sprinters will be permitted to operate.

GHERINGHAP:
Train frequency:

Week Ending:	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
26 May	20	24	28	26	30	25	18	171
2 June	20	27	29	28	29	18	7	158
9 June	14	21	23	22	26	20	13	139
16 June	11	16	26	26	27	25	13	144
Totals	65	88	106	102	112	88	51	612

SOUTH WEST – Geelong - Warrnambool - Cressy - Portland - Ararat

GHERINGHAP:

Trains of interest:

Mon.20.5: G537-ALF20-35 wagons (9752) at 00 29.
Y112 (steam engine) at 11 01 on a down pass.(8191).
BL31-BL33-C506-43 wagons (9804) at 16 21.

Tues.21.5: C508-C502-C509-59 wagons (9804) at 17 09.

Wed.22.5: A85-S301-X39-32 wagons (9186) at 02 38.
G516-X39-S301-X37 light engine at 13 49.

Fri.24.5: BL28-442s2 (Silverton)-52 wagons (9702) at 10 45.
BL28-442s2-50 wagons (9701) at 21 20.

Sat.25.5: BL32-BL33-C510-57 wagons (9802) at 12 44.
G524-G526-G528-41 wagons (9121) at 13 34.
G539-H1 light engine at 14 02.
BL-C505-C509-52 wagons (9804) at 22 38.

Sun.26.5: BL28-C506-BL31-44 wagons (9804) at 16 04.
G539-X38-H1 light engine at 18 46.

Mon.27.5: X42-G511-X44-11 wagons (9139) at 14 04.

Tues.28.5:BL34-442s1 (Silverton)-39 wagons (9712) at 04 00.
BL34-442s1-46 wagons (9802) at 12 08.

Wed.29.5: X38-G537-20 wagons (9791) at 00 16.
BL33-C510-BL27-53 wagons (9804) at 18 22.

Thurs.30.5: G539-ALF20-20 wagons (9791) at 00 48.
X-B61(WCR)-13 wagons (9152) at 01 53.
BL26-442s1-49 wagons (9702) at 09 27.
G538-X38-T399-37 wagons (9762) at 11 43. Special grain, Murtoa - Albury.
BL26-442s1 (9701) at 20 16.
C501-C509-C505-39 wagons (9804) at 20 22.

Fri.31.5: BL29-442s2-40 wagons (9714) at 11 41.
BL29-442s2-40 wagons (9711) at 23 10.

Sat.1.6:BL-442s1-42 wagons (9712) at 04 53.
C508-C506-C509-55 wagons (9804) at 18 29.
BL34-BL-442s1-42 wagons(9701) at 20 11.

Sun.2.6: BL31-442s2-53 wagons (9702) at 07 45.
C509-C506-C508-58 wagons (9802) at 12 02.
BL28-C504-BL29-39 wagons (9804) at 17 05.

Mon.3.6: BL30-BL35-BL28-66 wagons (9802) at 12 42.
G527-X42-T371-35 wagons (9123) at 17 33.
BL33-442s1-42 wagons (9804) at 20 38.

Tues.4.6: C504-C510-C503-39 wagons (9711) at 00 48.
BL31-442s2-37 wagons (9721) at 08 53.
BL33-442s1-C505-55 wagons (9802) at 12 01.
A62-X31-9 wagons (9123) at 17 11.

Wed.5.6: BL27-BL31-442s2-45 wagons (9804) at 23 11.

Thurs.6.6: BL27-442s2-BL33-62 wagons (9802) at 12 35.
BL34-C501-BL32-56 wagons (9804) at 18 38.

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Fri.7.6: BL30-442s1-34 wagons (9702) at 10 06.
G515-G531-G524-31 wagons (9139) at 14 17.
BL35-C503-BL31-54 wagons (9804) at 19 20.
BL30-442s1-53 wagons (9701) at 20 53.
Sat.8.6: X34-T388-13 wagons (9152) at 00 06.
C508-C502-C505-40 wagons (9711) at 22 31.
Mon.10.6: BL29-BL28-C506-21 wagons (9802) at 12 11.
BL33-BL31-442s1-68 wagons (9804) at 19 39.
Tues.11.6: G514-G515-G534-46 wagons (9124) at 07 53.
Wed.12.6: G542-G-G-G537-X40-T-14 wagons (9792) at 01 40.
BL-442s1-GM42-47 wagons (9804) at 18 32.
Thurs.13.6: BL32-GM42-58 wagons (9802) at 14 29. Including SA railcars 3025 and 3026.
G511-G515-X36-35 wagons (9121) at 16 53.
BL28-C510-C503-54 wagons (9804) at 17 35.
Fri.14.6: BL30-442s2-54 wagons (9802) at 13 56.
Sat.15.6: BL34-C510-GM42-58 wagons (9804) at 22 02.
Sun.16.6: BL34-GM42-30 wagons (9721) at 04 48.

NORTH – Swan Hill - Echuca

BENDIGO:

Loco Depot visits:

Sun.2.6: N473, P18, S301, S306, S307, X36, Y174.
Sun.9.6: N466, P14, S301, S306, S307, X41, Y174.
Sun.16.6: A77, H5, N460, P21, S301, S306, S307, T409, X32, Y174.
Sun.23.6: A70, G513, G531, N458, P11, S301, S306, S307, X34, Y118.

Deniliquin - Tottenham Yard goods (9084): Connects off 9068 at Echuca and 9080 at Bendigo.

Thurs.30.5: N454-X36-28 wagons.
Fri.31.5: X36-X32-P22-T408-32 wagons.
Mon.3.6: X36-P18-7 wagons.
Tues.4.6: X32-T374-T371-27 wagons.
T374-8 wagons ex-Echuca.
Wed.5.6: X31-A62-24 wagons.
Thurs.6.6: N452-X44-H5-40 wagons.
H5-21 wagons ex-Echuca.
Fri.7.6: A62-X37-T371-41 wagons.
Tues.11.6:X34-X41-P14-26 wagons.
X41-P14-22 wagons ex-Echuca.

After crossing the southbound Daylight XPT, 3308/MW2 steel train hauled by G523-8179-8174 depart Alumatta Loop. Sun.12.5.96 *Russell Armstrong*

Wed.12.6:A78-X33-P22-32 wagons.
P22-13 wagons ex-Echuca.
Thurs.13.6: X44-H4-P12-28 wagons.
X44-P12-H4-13 wagons ex-Echuca.
Fri.14.6: X42-H5-P20-H2-41 wagons.
Mon.17.6: A77-X32-P21-H5-49 wagons.
P21-16 wagons ex-Echuca.
Tues.18.6: N456-A70-X37-P23-44 wagons.
Wed.19.6: X36-P13-H2-26 wagons.
Thurs.20.6: X33-X31-P19-35 wagons.
Fri.21.6: X44-P18-T392-20 wagons.

All oil for Bendigo, Kerang and Swan Hill now comes via Maryborough on No.9139 Corio-Mildura goods. Return empties and Geelong loading are now conveyed on the 19 20 Bendigo - Geelong goods via Tottenham Yard (9280).

General:

Thurs.30.5: X42-X50-23 VHGF (grain hopper) (9186).
X37-25 VHGF (9189).
Fri.31.5: A66-X37-23 VHGF (9188).
Mon.3.6: A73-X37-A63-2 tanks-16 VHGF (9280).
Tues.4.6: X34-X42-A78-15 tanks-VZTX(sleepers)-18 VHGF (9280).
Wed.5.6: X36-X39-8 tanks-VZTX-VLVX(louvre)-14 VHGF(9280).
Thurs.6.6: A78-X41-3 VQRF (container flat) 12 tanks-17 VHGF (9280).
Fri.7.6: X36-X39-24 VHGF(9280).
Sat.8.6: G516-G512-42 VHGF(9124).
X36-G513-18 VHGF(9123).
Mon.10.6: G532-A70-14 tanks-26 VHGF(9121).
G513-X36-31 VHGF(9124).
Tues.11.6: A70-14 tanks-VQCX(container flat)-VZCA (crane transporter) (9280).
G514-X39-48 VHGF-VLEX (louvre) (9121).
Wed.12.6: X31-X39-VLEX-11 tanks-5 VZSX (sleeper wagon)-4 VHGF(9280).
G513-G512-24 VHGF-4 tanks (9121).
G514-20 VHGF(9124).
Thurs.13.6:G511-G515-26 VHGF-9 tanks-VLVX (9121).
Fri.14.6: X36-14 tanks-5 VHGF-2 VLVX(9280).
G531-G534-26 VHGF-9 tanks (9121).
G534-G515-38 VHGF(9124).
Sat.15.6: G531-21 VHGF (9124).
G534-21 VHGF (9121).
Sun.16.6: G534-18 VHGF (9124).
Mon.17.6: T409-2 VHGF-VLEX-11 tanks (9280).
G532-G514-21 VHGF-15 tanks (9121).
Tues.18.6: T371-9 tanks-5 VQLX (container flat)-VLVX (9280).
G531-A77-37 VHGF-8 tanks-VLEX(9121).
Wed.19.6: A77-5 tanks-5 VQLX-VLEX (9280).
Thurs.20.6: A70-X41-14 tanks-11 VHGF-5 VQLX-VLEX.
G513-A77-3 tanks-12 VHGF (9121).

OPERATIONS

Fri.21.6: A77-Y174-5 VQLX-4 tanks (9280).
G526-A70-4 tanks-15 VHGF (9121).
Sat.22.6: G514-G538-35 VHGF (9189).

Departmental trains:
On Tues.9.7 549M-1125T-550M-517M-1109T-698M Comeng units were transferred from Flinders Street Yard to North Bendigo Workshops. Returned the same day were Comeng units 320M-1107T-425M-307M-1004T-308M-479M-1090T-480M.

METROPOLITAN

LONG ISLAND STEEL TRAINS: All Melbourne trains start/finish at the NRC Steel Terminal. The scheduled time at Frankston is included in the brackets at the end of the identification.

04 00 (M-F) 01 40 (Sa) (9551) Melbourne - Long Island block steel. (05 28) (03 08).
04 00 (9552) (M-Sa) Long Island - Melbourne block steel. (05 03).
10 45 (M-F) 10 05 (Sa) (9553) Melbourne - Long Island block steel. (12 13) (11 30).
09 30 (9554) (M-F) Long Island - Melbourne block steel. (10 34).
20 10 (9555) (Su-F) Melbourne - Long Island block steel. (21 40) (21 38).
16 25 (M-F) 14 50 (Sa) (9556) Long Island - Melbourne block steel. (17 30) (15 53).

Sightings: The motive power generally consists of two or three third series X class and 30+ wagons. Out of the ordinary consists are set out hereunder in the following order: date, consist, time train.

Wed.1.5: A85-T379-H5-X50-37 wagons, 08 15, 9554
X31-18 wagons, 12 15, 9553
X31-35 wagons, 15 35, 9556
Thurs.2.5: X54-X52-H5-T379-35 wagons, 09 30, 9551
Fri.3.5: H5-T400-X47-37 wagons, 08 15, 9554
X32-18 wagons, 12 15, 9553
X32-35 wagons, 15 45, 9556
Sat.4.5: X52-A73-20 wagons, 11 30, 9553
Mon.6.5: H5-X47-T408-37 wagons, 10 10, 9554
Tues.7.5: T408-H5-X43-37 wagons, 08 10, 9554
Thurs.9.5: H5-T400-X48-37 wagons, 08 10, 9554
Sat.11.5: X31-T400-H5-377(GN)-35 wagons, 06 25, 9551
Mon.13.5: 377 (GN)-H5-T400-X47-38 wagons, 08 15, 9554
Tues.14.5: X48-T400-H5-377(GN)-35 wagons, 10 10, 9551
Thurs.16.5: 377 (GN)-H5-T400-X41-38 wagons, 08 15, 9554
Tues.21.5:377 (GN)-T396-T400-X48-35 wagons, 11 15, 9551
Sun.26.5: X48-T400-T396-377(GN)-35 wagons, 15 05 9553

The combination of X48-T400-T396-377 (GN) is common and occasionally T408 is included when T400 or T396 are not available. It would appear that T396, T400 and T408 are dedicated to this traffic.

STONY POINT PASS.: Motive power as recorded. The changeover of loco normally occurs at 11 00.

Fri.3.5: A62/A71
Tues.7.5: A71/X42
Fri.10.5: X41/X32
Tues.14.5: X32/A60
Fri.17.5: A60/X42
Tues.21.5: X42/A73
Fri.24.5: A73/X34
Tues.28.5: X34/A79
Fri.31.5: A79/A71
Tues.4.6: A71/A73
Fri.7.6: A73/X42
Tues.11.6: X42/A62
Fri.14.6: A62/X44.

Great Northern 102-381 cross the Maribyrnong River bridge with a train for Somerton. 102 is the first loco modified for driver only operation for National Rail. Fri.12.7.96 *P Leslie*

ROLLINGSTOCK

A Monthly update of Locomotive and Rollingstock news

LOCOMOTIVES

THE FLEET: Set out hereunder is a list of the mainline locomotives in service as at Sun.16.6. Wherever possible the location of the loco and total distance travelled, as logged at that date, is also shown.

NEWSRAIL August and September 1993 recorded details of the fleet at approximately the same time in that year and a comparison will indicate which locos have been withdrawn and how hard the remainder have been worked.

In the case of the A and P class locos, dates of original entry in their previous classification are shown, as well as that of entry into the new classification.

Those locos marked with an asterisk (*) are recorded as being on the standard gauge.

A CLASS

	B Class	A Class		
60	13 Jul 52	07 Sep 84	1 572 669	Seymour
62	08 Sep 52	17 Jul 84	1 265 015	–
66	08 Dec 52	22 Mar 85	1 466 626	Broadmeadows
70	23 Mar 53	10 May 85	1 544 556	Spencer Street
71	13 Apr 53	20 Mar 84	1 469 420	Traralgon
73	25 May 53	20 Mar 84	1 554 763	Spencer Street
77	17 Aug 53	17 May 84	1 633 589	Bendigo
78	07 Sep 53	21 Dec 84	1 581 646	Spencer Street
79	28 Sep 53	22 Jun 85	1 215 008	South Dynon Loco
81	09 Nov 53	15 Aug 85	1 386 356	Maryvale Mill
85	22 Feb 54	05 Jun 84	1 456 262	Spencer Street

G CLASS

511	16 Oct 84	1 146 075	North Geelong Yard
512	16 Nov 84	1 066 996	Mittyack
513	16 Nov 84	1 103 273	North Geelong Yard
514	08 Dec 84	1 129 013	Ouyen
515	21 Dec 84	1 193 198	Robinvale
516	18 Dec 85	1 631 946	North Geelong Yard
521	19 Feb 86	1 617 242	Shaw's Siding
524	18 Apr 86	1 350 792	Ballarat
526	29 Mar 88	1 105 607	Mittyack
527	29 Apr 88	1 186 133	Ballarat
528	27 May 88	888 190	Warrenheip
529*	17 Jun 88	919 952	South Dynon Loco
530*	13 Jul 88	823 471	Portland
531	15 Aug 88	859 019	Warrenheip
532	07 Sep 88	834 326	Ouyen
533*	04 Nov 88	874 274	Adelaide
534	30 Nov 88	799 440	Bendigo
535	21 Dec 88	857 070	Portland
536*	27 Feb 89	888 512	Adelaide
537*	05 May 89	797 158	Dimboola
538*	31 May 89	736 922	South Dynon Loco
539*	29 Jun 89	785 364	South Dynon Loco
540*	02 Aug 89	735 764	Portland
541*	11 Sep 89	832 248	Adelaide
542*	14 Oct 89	752 472	Portland
543	30 Nov 89	587 396	South Dynon Loco

H CLASS

1*	20 Dec 68	1 048 326	Dynon
2	06 Jan 69	1 089 642	South Dynon Loco
3*	06 Feb 69	989 973	Portland
4	24 Feb 69	1 064 311	North Geelong Yard
5	13 Mar 69	1 064 311	North Geelong Yard

N CLASS

451	20 Sep 85	1 650 939	Spencer Street
452	10 Oct 85	1 699 228	Werribee
453	01 Nov 85	1 748 463	Spencer Street
454	20 Nov 85	1 788 597	South Dynon Loco
455	19 Dec 85	1 761 826	Spencer Street
456	29 Jan 86	1 816 914	Traralgon
457	27 Feb 86	1 725 493	Clyde Engineering
458	17 Mar 86	1 830 794	Spencer Street
459	15 Apr 86	1 763 656	Swan Hill
460	15 May 86	1 725 031	Bendigo
461	25 Jul 86	1 712 035	Ballarat
462	14 Aug 86	1 732 230	Benalla
463	04 Sep 86	1 647 794	Warrenheip
464	29 Sep 86	1 699 912	Sale
465	20 Oct 86	1 642 175	Newport Workshops
466	31 Oct 86	1 613 923	South Dynon Loco
467	26 Nov 86	1 683 876	South Dynon Loco
468	19 Dec 86	1 570 898	Newport
469	29 Jan 87	1 674 732	Spencer Street
470	17 Feb 87	1 682 142	Spencer Street
471	28 Feb 87	1 489 015	Geelong
472	27 Mar 87	1 593 705	Spencer Street
473	28 Apr 87	1 659 134	Spencer Street
474	28 May 87	1 643 988	Warragul
475	06 Jul 87	1 577 120	Wodonga

P CLASS

	T Class		P Class		
11	09 May 56	(T336)	05 May 84	898 139	South Dynon Loco
12	18 Jun 56	(T329)	07 Jun 84	850 964	Spencer Street
13	30 Oct 56	(T340)	10 Jul 84	861 737	Spencer Street
14	02 Jul 56	(T330)	01 Aug 84	734 698	South Dynon Loco
15	09 Dec 56	(T344)	22 Oct 84	782 486	Shepparton
16	22 Jul 56	(T332)	23 Nov 84	830 144	Bacchus Marsh
17	28 May 56	(T327)	19 Dec 84	849 983	Spencer Street
18	07 Oct 56	(T339)	15 Feb 84	826 149	Bacchus Marsh
19	02 Jul 56	(T331)	26 Mar 85	786 276	South Dynon Loco
20	23 Sep 56	(T337)	29 May 85	827 684	South Dynon Loco
21	23 Sep 56	(T338)	27 Jun 85	800 727	Bendigo
22	18 Jun 56	(T328)	11 Sep 85	767 557	Bacchus Marsh
23	28 May 56	(T326)	11 Sep 85	723 304	Spencer Street

T CLASS

371	13 Apr 64		2 587 452	Spencer Street
374	09 Jun 64		2 550 691	Geelong Loco
378	11 Aug 65		Not recorded	ASW test loco
379	25 Aug 64		2 534 260	Tottenham Yard
388	29 Sep 65		2 386 609	North Geelong Yard
390	26 Oct 65		2 311 891	Tottenham Yard
392	16 Nov 65		2 611 111	Echuca
396	23 Dec 65		2 312 088	Kensington
399*	01 Apr 67		Not recorded	Dynon
400	13 Apr 67		2 245 266	Melbourne Sidings
402	20 May 67		2 344 395	Stored
408	11 Oct 68		2 229 738	NRC Steel Terminal Melbourne
409	20 Oct 68		2 271 930	Bendigo
411	15 Nov 68	03 Jul 92	2 425 088	Released for sale

ROLLINGSTOCK

X CLASS

31	15 Aug 66	4 840 031	Ouyen
32	08 Sep 66	4 619 732	Bendigo
33	24 Sep 66	4 142 207	Tottenham Yard
34	05 Oct 66	4 988 452	Tottenham Yard
35	04 Nov 66	3 696 971	Newport Workshops
36	15 Nov 66	4 040 411	Morwell
37	09 Apr 70	3 776 059	NRC Steel Terminal Melbourne
38*	08 May 70	4 089 047	Portland
39	28 May 70	3 788 827	Ouyen
40*	26 Jun 70	3 511 669	South Dynon Loco
41	09 Jul 70	3 693 642	Mildura
42	07 Aug 70	3 281 606	South Dynon Loco
43	20 Aug 70	3 318 470	Tottenham Yard
44	11 Sep 70	3 940 141	Frankston.
45	11 Sep 75	3 148 459	Newport Workshops
46	04 Dec 75	3 102 153	Caulfield
47	24 Dec 75	3 011 591	Tottenham Yard
48	24 Jan 76	2 835 496	Ouyen
49	18 Feb 76	3 031 732	Caulfield
50	12 Mar 76	3 053 128	Mildura
51	01 Apr 76	3 194 164	Mildura
52	22 Apr 76	2 933 182	NRC Steel Terminal Melbourne
53	19 May 76	2 841 911	Warragul
54	10 Jun 76	3 117 088	NRC Steel Terminal Melbourne

Y CLASS

110	25 Oct 63	705 734	Ballarat
113	19 Nov 63	735 956	Tottenham Yard
115	28 Nov 63	736 147	Tottenham Yard
118	10 Dec 63	730 297	Spencer Street
119	19 Dec 63	797 289	Tottenham Yard
121	07 Jan 64	738 877	Wodonga
122	07 Jan 64	731 566	North Geelong Yard
124	17 Jan 64	741 893	Geelong Loco
129	22 May 65	817 090	Tottenham Yard
135	27 Jun 65	698 108	Traralgon
137	10 Jul 65	Not recorded	ARHS Railway Museum
138	10 Jul 65	856 595	Dynon
142	31 Jul 65	Not recorded	Tottenham Yard
145	26 Aug 65	Not recorded	Newport Workshops
147	16 Sep 65	704 498	Newport Workshops
149	02 Oct 65	Not recorded	Geelong Loco
150*	02 Oct 65	922 446	Bandiana
151*	21 Dec 67	783 974	Dynon
152	21 Dec 67	858 307	South Dynon Loco
156	23 Feb 68	Not recorded	North Geelong Yard
157	23 Feb 68	761 488	Spencer Street
161	03 Apr 68	762 128	Spencer Street
163	27 Apr 68	983 404	North Geelong Yard
165	18 May 68	881 145	Mildura
169	18 Jun 68	883 102	Tottenham Yard
171	13 Jul 68	781 143	South Dynon Loco
174	08 Aug 68	752 455	Bendigo

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CHAMPION ROAD, NORTH WILLIAMSTOWN

NATIONAL RAIL: The undermentioned locos are now under the control of the NRC. It is rumoured that the C class will be placed into storage after NRC receive their new locos.

C CLASS

501	14 May 77	3 255 838	South Australia
502	22 Jun 77	3 055 923	South Australia
503	19 Jul 77	3 019 421	South Australia
504	18 Aug 77	3 367 119	NRC Freight Terminal Melbourne
505	13 Sep 77	2 734 206	South Australia
506	06 Oct 77	2 949 958	South Australia
507	04 Nov 77	2 863 199	South Australia
508	16 Dec 77	2 845 038	South Australia
509	10 Mar 78	2 825 895	South Australia
510	11 Jul 78	2 788 662	South Australia

G CLASS

517	22 Mar 86	2 133 628	Albury
518	19 Feb 86	2 142 533	NRC Freight Terminal Melbourne
519	21 Dec 85	2 117 892	NRC Steel Terminal Melbourne
520	22 Mar 86	2 148 789	Albury
522	07 Mar 86	1 933 036	Albury
523	30 Mar 86	2 022 822	NRC Freight Terminal Melbourne
525	30 Apr 86	1 696 945	NRC Freight Terminal Melbourne

WEST COAST RAIL: West Coast Rail now have the following locos on roster: B61, B64, B65, B75, B76, B80, S300, S302, S311, S312, T363, T369. Not all are in service.

STORED LOCOS: The following list is not definitive as it is difficult to obtain precise information. Should any reader be able to supply amendments NEWSRAIL would be pleased to hear from them.

S CLASS

301	01 Sep 57	6 810 539	Stored at Bendigo
306	24 Nov 57	6 245 434	Stored at Bendigo
307	08 Dec 57	6 217 583	Stored at Bendigo
310	26 Nov 60	5 765 655	South Dynon Loco

T CLASS

360	23 Feb 62	28 Nov 89	2 427 030
367	10 Feb 64	14 Sep 89	2 246 990
368	26 Feb 64	14 Jul 92	2 380 338
372	14 May 64	04 Sep 89	2 202 800
382	03 Oct 64		2 492 377
383	15 Oct 64	21 Jul 92	2 418 400
384	29 Oct 64	07 Jul 92	2 338 124
385	14 Nov 64	03 Jul 92	2 364 106
386	26 Nov 64	07 Sep 92	2 326 005
387	04 Sep 65	03 Jul 92	2 322 992
393	25 Nov 65	30 Jun 92	2 229 801
394	04 Dec 65	19 Jun 89	1 998 418
410	03 Nov 68	21 Jul 92	2 056 900

Y CLASS

125	10 Feb 64		782 067	Brooklyn
127	04 May 65		Not recorded	Geelong Loco
130	22 May 65	25 Aug 92	Not recorded	Newport Workshops

WORKS

A round-up of News, Tenders and items from the Weekly Operational Notices

SAFEWORKING

GHERINGHAP

Driver Initiated Control Equipment (DICE): DICE has been commissioned for use at Gheringhap on both the broad and standard gauge loops. In the interim, a signaller will remain in attendance at Gheringhap in order to activate the DICE function for all broad and standard gauge trains. A portable locomotive display safeworking unit has been provided in the station building for this purpose.

Gheringhap consists of two crossing loops with a common dual gauge approach at the up end. The crossing loop equipment provided at Gheringhap is similar to the standard gauge crossing loops between Wingeel and Tatyoon, with the exception that the approach automatic operation is not applicable to the loops at Gheringhap.

Dual control point machines are provided on the points at both the up and down ends of the broad and standard gauge loops. All dual control points are provided with a self-normalising feature and DICE operation is applicable to all movements into or through Nos 1 and 2 tracks of both crossing loops.

Interim method of operation:

Upon approaching Gheringhap, the driver must advise the signaller when the train passes the DICE Approach Zone board. When approaching Gheringhap off the dual gauge line, the driver must additionally advise the signaller of the gauge of the approaching train.

The signaller then enters the respective code into the Locomotive Safeworking Display Unit in order for the DICE to be initiated.

Light distant signals are provided on the down approach to the broad and standard gauge loops and on the up approach to the broad gauge loop. The distant signal will only assume the PROCEED position if the home signal applicable to No.1 track has been cleared.

Point banner indicators are provided at both ends of the Gheringhap crossing loops. The indications of the point banners are similar to those already in use at the standard gauge crossing loops between Gheringhap and Maroona.

An 'F' board indicating the FOULING POINT is provided at the up and down ends of the broad and standard gauge loops.

A voice annunciation facility is provided at the up and down ends of each crossing loop. The message is transmitted twice via channel 1 of the local radio and informs the signaller and driver that the arriving train has cleared the fouling point. It is clearly specified that this is not a 'Train complete' message.

Relinquishment of section authority:

The driver may relinquish the authority at the broad or standard gauge crossing loop under the following circumstances:

- Upon receiving a 'Fouling Point Clear' message and after obtaining a satisfactory 'Brake Pipe Fluctuating Consistency'.
- After receiving a TAILS message, indicating the train is complete.
- Upon receiving advice from the signaller that the train has arrived complete and in clear at the crossing loop.
- After a roll-by inspection has been conducted when a cross has been effected.

Down and up Ballarat approach:

All DICE commands will be accepted, provided a conflicting DICE movement is not in progress and the loco is between the DICE Approach Zone board and the respective home signal. main line DICE commands will be acted on immediately once the loco is between the Approach Zone board and the distant signal.

If the loco has passed the distant signal before the DICE command is entered a five minute 'run-down' will automatically apply before the command will be effected.

DICE commands to No. 2 track will be subjected to 'run-down' time, the timing of which commences immediately the loco passes the Approach Zone board.

Up approach from Maroona:

All DICE commands will be accepted, provided a conflicting DICE movement is not in progress and the locomotive is between the DICE Approach Board zone and the up home signal Post No. 3.

DICE commands will be acted upon immediately once the loco has run less than 30 seconds past the Approach Zone board. If the loco has passed this board more than 30 seconds previously when the command is sent, a five minute 'run-down' will automatically apply before the command will be effected.

DICE commands to No. 2 track will be subject to the 'run-down' time, timing of which commences immediately the loco passes the Approach Board zone.

Exiting a crossing loop; down departure towards Ballarat or Maroona:

Provided a conflicting movement has not been set and other safety conditions exist for the movement, the points will reverse as shown by the point banner indicator. After the train has departed, the points will restore to the normal position fifteen seconds after the train has cleared the track circuit at the home arrival signal.

A light loco or single-unit Sprinter departing the crossing loop from No.2 track must not exceed 15 km/h until the train has passed the home arrival signal, thus ensuring the interlocking unit has registered the train's departure.

Up departure towards Geelong:

The procedure is as for the departure towards Ballarat or Maroona.

Trains crossing:

After a cross has been effected, the train standing in No.1 track may depart once the relevant Section Authority has been received and acknowledged and the points ahead of the train have been normalised, as indicated by the point banner. A DICE command is only required for a departing train if it is departing from the loop track.

Conflicting movements:

Simultaneous entry of opposing trains into either No.1 or No.2 track is not permitted by the loop control equipment. In addition, all movements to No.2 track are subject to a 'run-down'. If the first train is entering No.2 track, the train must be detected as in clear and the points self normalised prior to the DICE command being executed for the opposing train to enter No.1 track.

WORKS

T371 hauls a sleeper train and is seen discharging sleepers on the east line between Werribee and Manor. Sun.14.7.96 *Darren Wood*

If the first train is to enter No.1 track, a 'run-down' will be effected before a DICE command will be executed for the second train to enter No.2 track.

Simultaneous movements of broad and standard gauge trains off the dual gauge approach is not permitted by the loop control equipment.

A 'run-down' will be activated if an up standard gauge train is approaching whilst a down broad or standard gauge train is approaching Gheringhap off the dual gauge line.

Simultaneous departures from the broad and standard gauge loops in an up direction is regulated by the interlocking of the section authority system.

WEEKLY OPERATIONAL NOTICES

DANDENONG: As from Sun.2.6 the following alterations took place:

- The trackwork connection from track 8 to tracks 6 and 7 and the trackwork on the down side of the temporary hand derails on tracks 6 and 7 were removed and baulks placed across tracks 6 and 7.
- Dwarf signal DNG756 was relocated to a point clear on the down side of the derail and wheel crowder of points 656U on the lead to tracks 8 and 9. WON 22/96.

ESSENDON: On Fri 24.5 siding B was taken out of service. WON 21/96.

KORONG VALE: A notice board is placed at the junction applicable to down trains with the wording 'STOP ENSURE JUNCTION POINTS ARE SET FOR INTENDED MOVEMENT'.

A signaller is not in attendance at Korong Vale and drivers of down trains are responsible for the operation of the junction points. An additional block point has been established on both the Kulwin and Robinvale lines.

The block point on the Kulwin line is situated at Granites (km 287). The single line sections are Korong Vale loop - Granites block point and Granites block point - Wycheproof block point.

The block point on the Robinvale line is situated at Mysia (km 291).

The single line sections are Korong Vale loop - Mysia block point and Mysia block point - Quambatook block point.

Location boards are provided for both Mysia and Granite block points. WON22/96.

LOCOMOTIVES: Australian National DL and EL class and SRANSW 442 and 80 class locomotives have been deemed suitable for operation within Victoria. Details of each are as follows:

DL: Mass rating: 121.5 tonnes
Maximum axle load: 20.3 tonnes
Fuel capacity: 8200 litres
Road numbers: 36-50

The locos may operate on lines authorised for G class locos with the same load and speed limits.

EL: Mass rating: 114 tonnes
Maximum axle load: 19 tonnes
Fuel capacity: 7500 litres
Road numbers: 51-64

The locos may operate on lines authorised for X class locos with the same load and speed limits. WON 21/96.

442: Mass rating: 113 tonnes
Maximum axle load: 18.8 tonnes
Fuel capacity: 5450 litres

The locos may operate on lines authorised for G class locos at G class speeds, but may only haul loads authorised for X class locos

80: Mass rating: 121 tonnes
Maximum axle load: 20.2 tonnes
Fuel capacity: 5400 litres

The locos may operate on lines authorised for X class locos with the same speed and load limits. WON 24/96.

MARYVALE – Exchange and APM sidings: Goods trains operated by A, B, G, H, N, P, S, T and X class locos may operate between the two sidings at a maximum speed of 30 km/h. WON 24/96.

SOUTH DYNON – Broad gauge fruit and vegetable siding: The hand operated Hayes type derail block, hand locking bar, warning lights and sirens at the market must be operated during train operations within the siding.

The signaller at West Tower and the driver of the intending train movement must confer and agree as to what rail activity is to take place. Trains or vehicles must not be left standing on the access track for any extended period of time. If need be, a train may be required to clear the access track by moving the locomotive to a point on the shed side of the derail block. WON 23/96.

SUNSHINE: On Sun.19.5 the following alterations were made:

- The existing mechanical interlocking frame was abolished and replaced by a solid state interlocking apparatus operated from a new signal control panel in the existing Sunshine signalbox.
- All existing semaphore signals and two position light signals were replaced with three position colour light signals.
- Numbers 4 and 5 sidings and siding A were abolished. WON 21/96

GIPPSLAND TOURIST RAILWAYS

Above: Fowler 0-6-0 diesel locomotive stands at the restored Thomson station on the Walhalla Goldfields railway. Sat.13.7.96 *Cameron Hellings*

Below: ARHS Museum exhibit, RM55 stands at Korumburra railway station. The DERM is on loan to the South Gippsland Railway and regularly operates services between Nyora and Leongatha *Photo courtesy of SGR*

TAILDISC

Reviews, amendments, queries, bits and pieces and the odd spot

A REASON FOR RAIL!

In order to transport 2000 tonnes of grain from Mildura by rail requires:

- a single train
- a driver and crew resource input of some 20 hours
- an engine capacity of 4500 kW, and
- approximately 7000 litres of fuel.

To do the same job, using conventional semi-trailer tippers would require:

- eighty trucks
- some 640 hours of driving
- a total engine capacity of 24 000 kW, and
- a fuel consumption of around 21 000 litres.

In addition, the dangers to the public and the wear and tear on the roads has more impact that a single train.

(Provided by courtesy of the SLSPG Members' Newsletter.)

PHOTOGRAPHS

GOODS WAGONS: There has been an excellent response to the request published in the May issue.

Steven Haby and Grahame Lowe were able to provide some photos and Norm Bray produced almost a full set from his vast collection; This leaves only the following to complete the set:

VDSF:	Safety wagon
VHMF:	Hopper ballast
VQCW:	Container flat
VQEW:	Container flat
VQKX:	Container flat
VWCF:	Well wagon
VZDF:	Workmen's transporter
VZFX:	Bogie transporter
VZJF:	Open wagon
VZOY:	Open, automatic sleeper discharge
VZRA:	Rail transporter
G:	Open – briquette
GY:	Open – briquette.

RUMOUR FILE

The operator of the London - Venice *Orient Express* may take over Australia's prime passenger train services, including the *Overland.*

Sea Containers, which runs hotels and ferries in Europe, is also interested in the *Indian Pacific* and *The Ghan.*

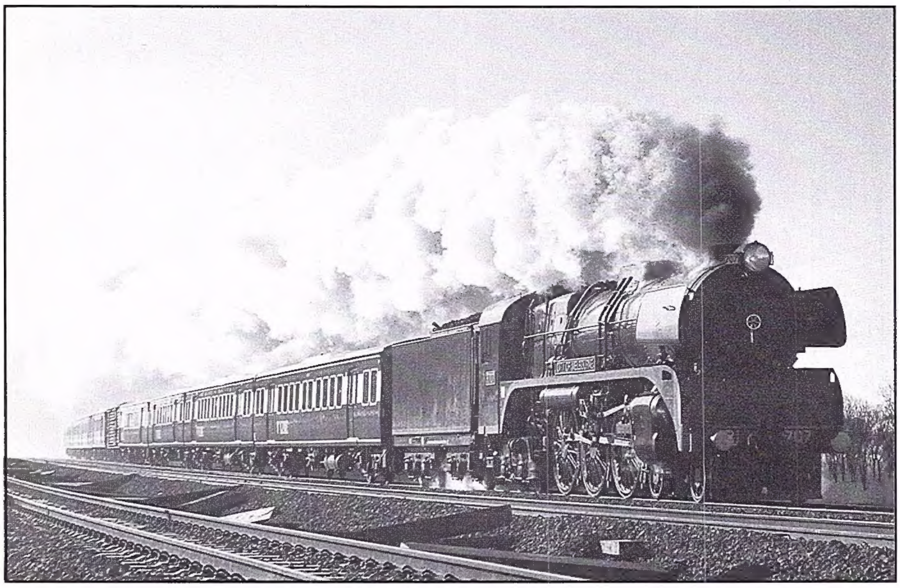
Nothing to do on

TUESDAY NIGHTS?

Why not visit the ARHS Archives on the down platform at Windsor from 8 p.m.?

See you there!

During the last week of the recent school vacation, steam locomotives were again rostered to haul the 09 55 down Geelong pass. and return at 13 20. R707 powers toward Little River with the 09 55 down pass. Tues.9.7.96 *Graham Withers*



ODD SPOT

In an unusual instance of honesty, an Indian Railway official penalised his elderly parents for travelling in an upper-class compartment on a second-class ticket.

The son, the area manager of the main railway station in the northern city on Kanpur, insisted his parents pay the fare difference between the two classes.

He also reprimanded the ticket collector, who in his eagerness to please his boss, had transferred the couple from the second-class compartment into the airconditioned one for greater comfort.

— *The* — CLASSIFICATION YARD

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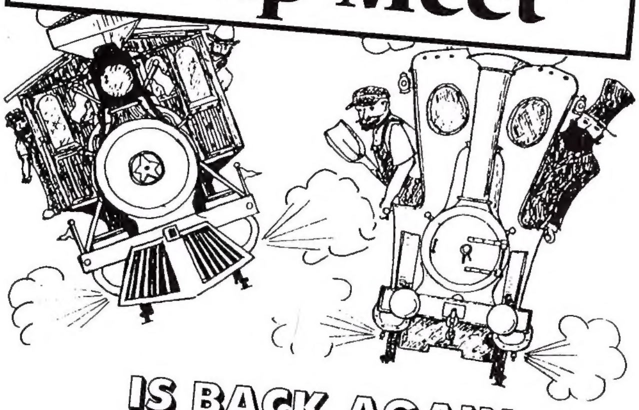
THE GREAT RAILWAY
"Swap Meet"



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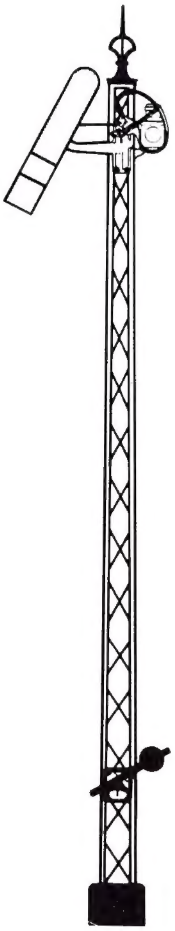

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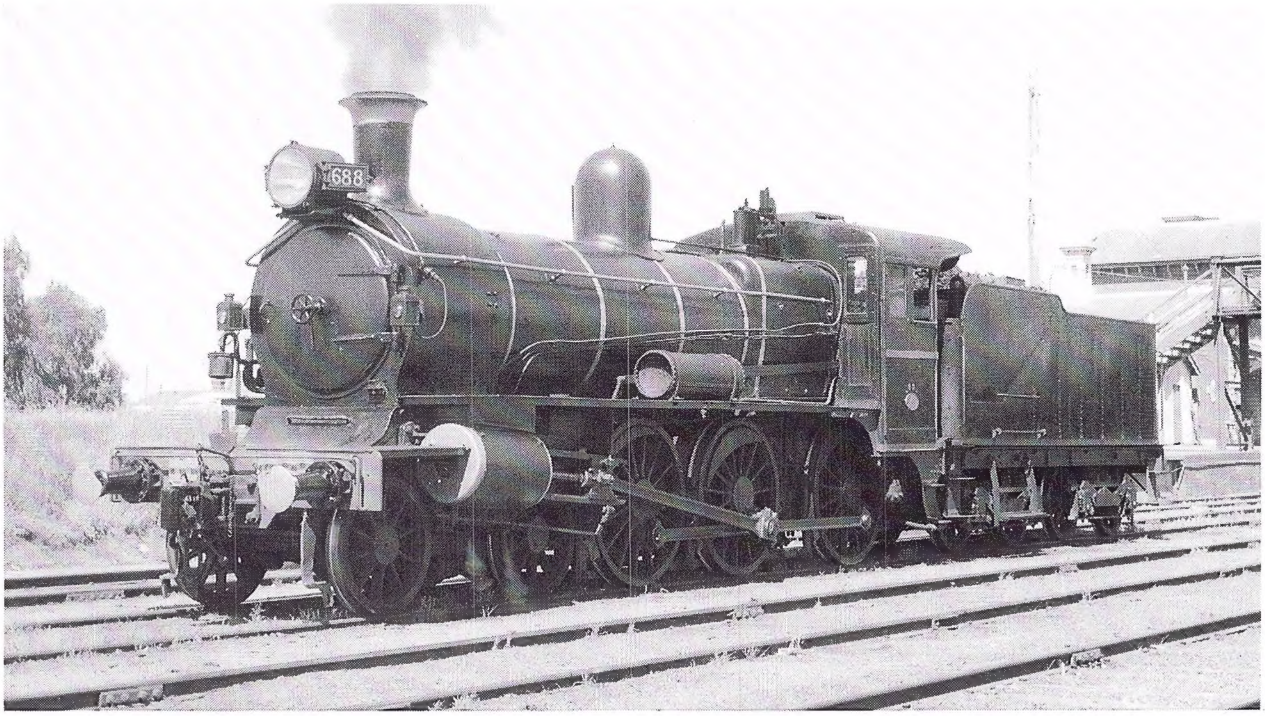
All previously paid orders will be honoured at the old price. The price rise is regrettable but necessary in order to achieve the very best print quality.



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"COUNTRY LOCOMOTIVE DEPOTS OF THE V.R."
"BRANCH LINES OF NORTH EASTERN VICTORIA"
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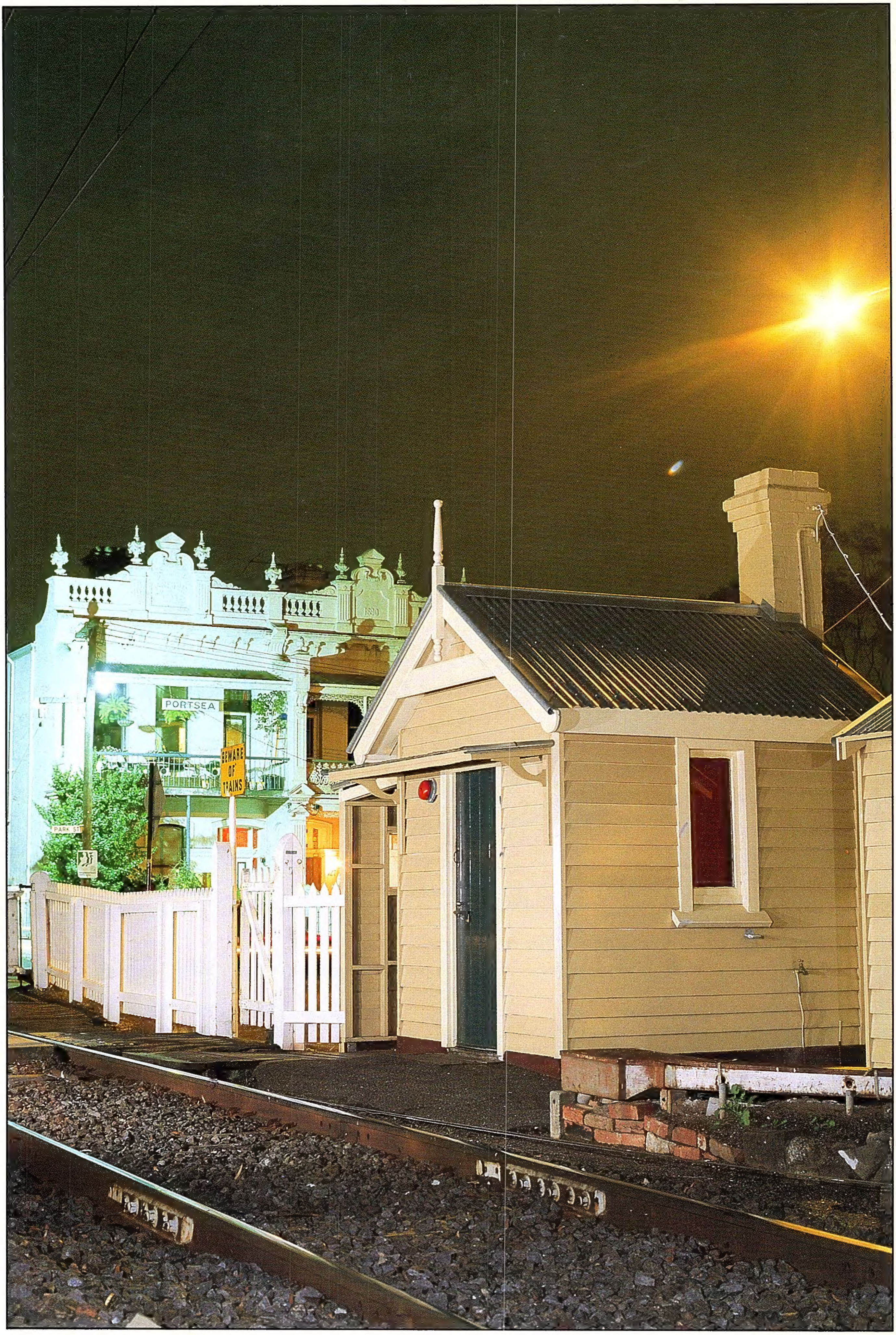

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